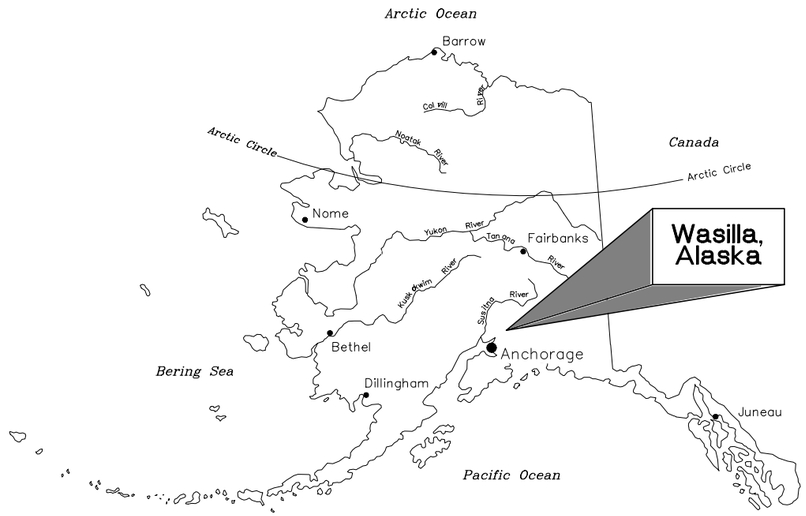
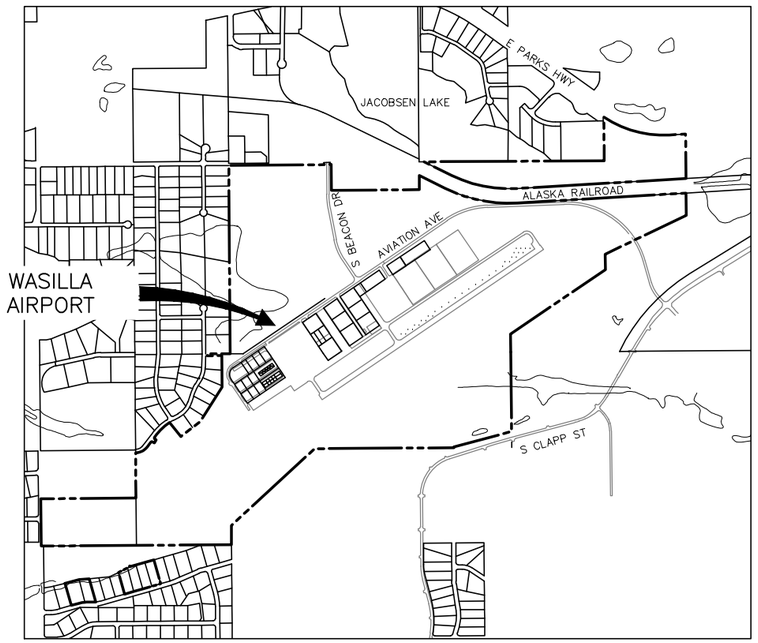
APPENDIX A
Airport Layout Plan

WASILLA AIRPORT
AIRPORT LAYOUT PLAN
WASILLA, ALASKA



LOCATION MAP



VICINITY MAP

1 SM .5 SM 0 1 SM 2 SM

T 17 N, R 1 W, SEC. 7 & 18
T 17 N, R 2 W, SEC 12 & 13
SEWARD MERIDIAN
ANCHORAGE (C-7), ALASKA

LEGEND		
ITEM	EXISTING	NEAR-TERM/ULTIMATE
AIRPORT REFERENCE POINT (A.R.P.)		
ANTENNA		
APPROACH SURFACE	AP	AP
AVIGATION EASEMENT		
BUILDINGS		
BUILDING RESTRICTION LINE	BRL	BRL
DEPARTURE SURFACE	DS DS	DS DS
FAA WEATHER STATION		
FENCE	x x x	x x x
LEASE LOT		
PAPI		
PROPERTY LINE		
REIL		
PAVEMENT EDGE		
GRAVEL EDGE		
GRAVEL RUNWAY/TAXIWAY SURFACE		
PAVED RUNWAY/TAXIWAY/APRON SURFACE		
ROTATING BEACON		
RUNWAY OBJECT FREE AREA	OFA	OFA
RUNWAY OBSTACLE FREE ZONE	OFZ	OFZ
RUNWAY PROTECTION ZONE	RPZ	RPZ
RUNWAY SAFETY AREA	RSA	RSA
RUNWAY VISIBILITY ZONE	RVZ RVZ	RVZ RVZ
SEGMENTED CIRCLE		
SHORELINE		
SURVEY MONUMENT	X	
THRESHOLD MARKERS/LIGHTS		
THRESHOLD SITING SURFACE	TSS	TSS
TOPOGRAPHIC CONTOURS	100	100
TREELINE		
UTILITY POLE		
VEHICLE ACCESS GATE		
WATER BODY		
WIND CONE		
WIND TURBINE		

DRAWING INDEX		
SHEET NUMBER	SHEET TITLE	REV.
1	COVER AND SHEET INDEX	
2	AIRPORT DATA	
3	WIND ROSE	
4	EXISTING LAYOUT PLAN	
5	NEAR-TERM LAYOUT PLAN	
6	ULTIMATE LAYOUT PLAN	
7	EXISTING RUNWAY 4/22 INNER APPROACH DRAWING	
8	EXISTING RUNWAY 4 OBSTRUCTION TABLES	
9	EXISTING RUNWAY 22 OBSTRUCTION TABLES	
10	NEAR-TERM RUNWAY 4 INNER APPROACH DRAWING	
11	NEAR-TERM RUNWAY 22 INNER APPROACH DRAWING	
12	NEAR-TERM RUNWAY 4 OBSTRUCTION TABLES	
13	NEAR-TERM RUNWAY 22 OBSTRUCTION TABLES	
14	ULTIMATE RUNWAY 5 INNER APPROACH DRAWING	
15	ULTIMATE RUNWAY 23 INNER APPROACH DRAWING	
16	ULTIMATE RUNWAY 5 OBSTRUCTION TABLES	
17	ULTIMATE RUNWAY 23 OBSTRUCTION TABLES	
18	EXISTING RUNWAY 4S/22S INNER APPROACH DRAWING	
19	EXISTING RUNWAY 4S/22S OBSTRUCTION TABLES	
20	ULTIMATE RUNWAY 5S/23S INNER APPROACH DRAWING	
21	ULTIMATE RUNWAY 5S/23S OBSTRUCTION TABLES	
22	EXISTING RUNWAY 4/22 DEPARTURE SURFACES	
23	EXISTING DEPARTURE SURFACE CLEARANCE TABLES	
24	NEAR-TERM RUNWAY 4/22 DEPARTURE SURFACES	
25	NEAR-TERM DEPARTURE SURFACE CLEARANCE TABLES	
26	ULTIMATE RUNWAY 5/23 DEPARTURE SURFACES	
27	ULTIMATE DEPARTURE SURFACE CLEARANCE TABLES	
28	AIRPORT AIRSPACE DRAWING (PART 77)	
29	PART 77 OBSTRUCTION TABLES	
30	TERMINAL AREA PLAN SHEET 1 OF 2	
31	TERMINAL AREA PLAN SHEET 2 OF 2	
32	LAND USE	
33	PROPERTY MAP	
34	PROPERTY STATUS TABLE	

NOTES:

1. ALL ELEVATIONS ARE ESTIMATES BASED ON CURRENT AS-BUILT DRAWINGS, MAT-SU BOROUGH 2019 LIDAR, AND FIELD SURVEYS COMPLETED BY HDL ENGINEERING CONSULTANTS, LLC. IN JANUARY AND JUNE OF 2024.
2. ALL LATITUDE/LONGITUDE COORDINATES ARE NAD83.
3. ALL ELEVATIONS ARE NAVD88.

AIRPORT CONTROL STATIONS (SEE NOTE 1)						
POINT NO.	POINT	LATITUDE	LONGITUDE	ELLIPSOID HEIGHT	ORTHOMETRIC	DESCRIPTION
(1)	1 IYS A	61°34'16.89" N	149°32'17.37" W	383.36	355.7	PACS
(2)	2 IYS B	61°34'04.49" N	149°33'15.94" W	353.92	326.6	SACS
(3)	3 IYS C	61°34'30.47" N	149°31'56.42" W	376.99	349.2	PACS

AIRPORT DATA			
ITEM	EXISTING	NEAR-TERM	ULTIMATE
ICAO IDENTIFIER	PAWS	SAME	
NATIONAL AIRPORT IDENTIFIER	IYS	SAME	
FAA SITE ID	50870.3*A	SAME	
AIRPORT ELEVATION NAVD88	353.6'	SAME	
CRITICAL AIRCRAFT	A-I SMALL	B-II	
MEAN MAXIMUM TEMP. HOTTEST MONTH	67°F	SAME	
MAGNETIC DECLINATION, DATE, RATE OF CHANGE	14°20'E, 0°17'W PER YEAR	12°54'E, 0°17'W PER YEAR	11°10'E, 0°17'W PER YEAR
AIRPORT NAVIGATIONAL AIDS	ROTATING BEACON, LIGHTED WIND CONE, SEGMENTED CIRCLE	SAME	
MISCELLANEOUS FACILITIES	AWOS	SAME	
NPIAS SERVICE LEVEL	GENERAL AVIATION	SAME	
STATE EQUIVALENT SERVICE ROLE	COMMUNITY ON-ROAD	SAME	

BY	DATE	REVISION

AIRPORT LAYOUT PLAN CONDITIONAL APPROVAL SUBJECT TO ALP APPROVAL LETTER DATED ___/___/___
FAA AIRSPACE REVIEW NUMBER:_____

_____ DATE: _____
FAA, AIRPORTS DIVISION ALASKAN REGION, AAL-_____

WASILLA MUNICIPAL AIRPORT
WASILLA, ALASKA
AIRPORT LAYOUT PLAN

COVER & SHEET INDEX

DATE: 12/02/2025
SHEET: 1 OF 34

Designed By: MRS
Drawn By: CNK
Checked By: MPM

Date Plotted: 12/02/2025 - 1:38 PM
Layout Name: Cover
File Name: H:\Jobs\20-024 Wasilla Airport Term (COM)\07 Master Plan\Task 18 - ALP\CAD\Drawings\ALP-IYS-01-Cover Sheet.dwg

RUNWAY DATA

ITEM	4/22			4S/22S	
	EXISTING	NEAR–TERM	ULTIMATE	EXISTING AND NEAR–TERM	ULTIMATE
RUNWAY IDENTIFIER	4/22	4/22	5/23	4S/22S	5S/23S
RUNWAY TYPE (UTILITY OR OTHER THAN UTILITY)	UTILITY	OTHER THAN UTILITY	OTHER THAN UTILITY	UTILITY	UTILITY
FAR PART 77 APPROACH CATEGORY (V, NPI, P)	NPI	NPI	NPI	V	V
FAR PART 77 VISIBILITY MINIMUM	3/4 SM	3/4 SM	3/4 SM	VIS	VIS
FAR PART 77 APPROACH SLOPE	34 TO 1	34 TO 1	34 TO 1	20:1	20:1
APPROACH TYPE (VIS, NPA, APV(NP), APV(P) PREC)	APV(NP)	APV(NP)	APV(NP)	VIS	VIS
THRESHOLD SITING SURFACE SLOPE	20:1/30:1	20:1/30:1	20:1/30:1	20:1/20:1	20:1/20:1
RUNWAY DESIGN CODE (RDC)	A–I(S)–4000	B–II–4000	B–II–4000	A–1(S)–VIS	A–1(S)–VIS
APPROACH RUNWAY REFERENCE CODE (APRC)	B/III/4000	B/III/4000	B/III/4000	B/I(S)4000	B/I(S)4000
DEPARTURE RUNWAY REFERENCE CODE (DPRC)	B/III	B/III	B/III	B–I(S)	B–I(S)
RUNWAY SURFACE	ASPHALT	ASPHALT	ASPHALT	GRAVEL	GRAVEL
SURFACE TREATMENT	NONE	NONE	NONE	NONE	NONE
GEAR CONFIGURATION/PAVE STRENGTH (x1000 LBS)	12.5 (S)	17	107	N/A	N/A
PAVEMENT STRENGTH (PCR)	129 F/D/X/U	TBD*	TBD*	N/A	N/A
DESIGN AIRCRAFT (> 60,000 LBS)	N/A	N/A	N/A	N/A	N/A
MAXIMUM ELEVATION	353.6'	353.6'	353.6'	351.2'	351.2'
TOUCHDOWN ZONE ELEVATION	352.0'/353.6'	346.5'/353.6'	340.5'/353.6'	351.2'	351.2'
EFFECTIVE GRADE	0.48%	0.54%	0.56%	0.36%	0.36%
MEAN GEODETIC AZIMUTH	56°13'22"	56°13'22"	56°13'22"	56°13'22"	56°13'22"
MAGNETIC AZIMUTH	41.88°	43.31°	45.05°	41.88°	45.05°
RUNWAY DIMENSIONS	75'x3,700'	75'X5,100'	100'X6,000'	60'x1,690'	60'x1,690'
RUNWAY SAFETY AREA (RSA)	150'x4,300'	150'x5,700'	300'x7,200'	120'x2,170'	120'x2,170'
RSA LENGTH BEYOND RUNWAY ENDS	300'	300'	600'	240'	240'
RUNWAY OBJECT FREE AREA (OFA)	250'x4,180'	500'x5,700'	500'x6,600'	250'x2,170'	250'x2,170'
OFA LENGTH BEYOND RUNWAY ENDS	240'	300'	300'	240'	240'
RUNWAY OBSTACLE FREE ZONE (OFZ)	250'x4,100	400'x5,500'	400'x6,400	250'x2,090'	250'x2,090'
PRECISION OBSTACLE FREE ZONE (POFZ)	N/A	N/A	N/A	N/A	N/A
RUNWAY PROTECTION ZONE DIMENSIONS	1,700'x1,000'x1,510'	1,700'x1,000'x1,510'	1,700'x1,000'x1,510'	1,000'x250'x450'	1,000'x250'x450'
RUNWAY LIGHTING	MIRL	MIRL	MIRL	NONE	NONE
RUNWAY MARKING TYPE (V, NPI, P)	NPI	NPI	NPI	NONE	NONE
VISUAL AND RUNWAY NAVIGATIONAL AIDS	RW 4: PAPI RW 22: NONE	RW 4: PAPI, REIL RW 22: PAPI, REIL	RW 5: PAPI, REIL RW 23: PAPI, REIL	NONE	NONE
AERONAUTICAL SURVEY TYPE	VERTICALLY GUIDED	VERTICALLY GUIDED	VERTICALLY GUIDED	NOT VERTICALLY GUIDED	NOT VERTICALLY GUIDED
RUNWAY DEPARTURE SURFACE (Y or N/A)	YES	YES	YES	N/A	N/A

* FUTURE PCRS WILL BE CALCULATED WHEN FLEET MIX AND STRUCTURE ARE KNOWN.

TAXILANES

ITEM	A	C	D	E	F	L	M	N	O	P	Q
	EXISTING	ULTIMATE	EXISTING	EXISTING	EXISTING	ULTIMATE	ULTIMATE	EXISTING	EXISTING	EXISTING	EXISTING
AIRPLANE DESIGN GROUP	I	II	I	III	I	III	II	I	I	I	I
TAXIWAY DESIGN GROUP	1A	2A	1A	3	1A	3	2A	1A	1A	1A	1A
TAXILANE WIDTH	25'	35'	25'	50'	25'	50'	35'	25'	25'	25'	25'
TAXILANE LENGTH	680'	2850'	550'	549'	662'	1213'	1514'	646'	704'	679'	696'
TAXILANE SHOULDER WIDTH	10'	15'	10'	10'	10'	20'	15'	10'	10'	10'	10'
TAXILANE SURFACE	ASPHALT	ASPHALT	ASPHALT	ASPHALT	ASPHALT	ASPHALT	ASPHALT	ASPHALT	ASPHALT	ASPHALT	ASPHALT
TAXILANE LIGHTING	NONE	MITL	NONE	NONE	NONE	MITL	NONE	NONE	NONE	NONE	NONE
TAXILANE MARKING	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES
TAXILANE SAFETY AREA WIDTH	49'	79'	49'	118'	49'	118'	79'	49'	49'	49'	49'
TAXILANE EDGE SAFETY MARGIN	5'	7.5'	5'	10'	5'	10'	7.5'	5'	5'	5'	5'
TAXILANE OBJECT FREE AREA WIDTH	79'	124'	79'	158'	79'	158'	110'	79'	79'	79'	79'

GEOGRAPHIC COORDINATES

ITEM	EXISTING	NEAR–TERM	ULTIMATE
ARP			
LATITUDE	61°34'19.15" N	61°34'16.03" N	61°34'13.91" N
LONGITUDE	149°32'22.40" W	149°32'32.00" W	149°32'38.64" W
STATION	38+25	32+62	28+75
THRESHOLD	RUNWAY 04	RUNWAY 04	RUNWAY 05
LATITUDE	61°34'07.85" N	61°34'00.18" N	61°33'55.25" N
LONGITUDE	149°32'56.84" W	149°33'20.87" W	149°33'36.32" W
STATION	18+00	4+00	–5+00
ELEVATION	335.9'	326.2'	320.0'
THRESHOLD	RUNWAY 22	RUNWAY 22	RUNWAY 23
LATITUDE	61°34'28.10" N	61°34'28.10" N	61°34'28.10" N
LONGITUDE	149°31'53.32" W	149°31'53.32" W	149°31'53.32" W
STATION	55+00	55+00	55+00
ELEVATION	353.5'	353.5'	353.5'
THRESHOLD	RUNWAY 04S	RUNWAY 04S	RUNWAY 05S
LATITUDE	61°34'17.10" N	61°34'17.10" N	61°34'17.21" N
LONGITUDE	149°32'31.06"W	149°32'31.06"W	149°32'31.21"W
STATION	33+60	33+60	33+60
ELEVATION	345.0'	345.0'	345.0'
THRESHOLD	RUNWAY 22S	RUNWAY 22S	RUNWAY 23S
LATITUDE	61°34'26.35" N	61°34'26.35" N	61°34'26.46" N
LONGITUDE	149°32'02.04" W	149°32'02.04" W	149°32'02.19" W
STATION	50+50	50+50	50+50
ELEVATION	351.2'	351.2'	351.2'

NOTES:

1. THE EXISTING RSA DIMENSIONS SHOWN IN THE "RUNWAY DATA" TABLE ARE LARGER THAN THOSE REQUIRED FOR AN A–I(S) CRITICAL AIRCRAFT. AN A–I(S) CRITICAL AIRCRAFT REQUIRES A 120–FOOT WIDE RSA, THAT EXTENDS 240 FEET BEYOND EACH THRESHOLD OF THE RUNWAY.
2. ALL ELEVATIONS ARE ESTIMATES BASED ON CURRENT AS–BUILT DRAWINGS, MAT–SU BOROUGH 2019 LIDAR, AND FIELD SURVEYS COMPLETED BY HDL ENGINEERING CONSULTANTS, LLC. IN JANUARY AND JUNE OF 2024.
3. ALL LATITUDE/LONGITUDE COORDINATES ARE NAD83.
4. ALL ELEVATIONS ARE NAVD88.

TAXIWAY DATA

ITEM	A		B			C	D		G	H		I	J	K	R
	EXISTING	NEAR–TERM	EXISTING	NEAR–TERM	ULTIMATE	EXISTING	EXISTING	NEAR–TERM	NEAR–TERM	EXISTING	NEAR–TERM	ULTIMATE	ULTIMATE	NEAR–TERM	ULTIMATE
AIRPLANE DESIGN GROUP	II	II	II	II	III	II	II	II	II	II	III	III	III	III	III
TAXIWAY DESIGN GROUP	2A	2A	2A	2A	3	2A	2A	2A	2A	2A	3	3	3	3	3
TAXIWAY WIDTH	40'	35'	40'	35'	50'	35'	40'	35'	35'	35'	50'	50'	50'	50'	50'
TAXIWAY LENGTH	262'	262'	3975	5100'	6025'	700'	261'	261'	245'	187'	440'	178'	2277'	1,795'	2,505'
TAXIWAY SHOULDER WIDTH	5'	15'	10'	15'	20'	15'	5'	15'	15'	10'	20'	20'	20'	20'	20'
TAXIWAY SURFACE	ASPHALT	ASPHALT	ASPHALT	ASPHALT	ASPHALT	ASPHALT	ASPHALT	ASPHALT	ASPHALT	ASPHALT	ASPHALT	ASPHALT	ASPHALT	ASPHALT	ASPHALT
TAXIWAY LIGHTING	MITL	MITL	MITL	MITL	MITL	NONE	MITL	MITL	MITL	MITL	MITL	MITL	MITL	MITL	MITL
TAXIWAY MARKING	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES
TAXIWAY SAFETY AREA WIDTH	79'	79'	79'	79'	118'	79'	79'	79'	79'	79'	118'	118'	118'	118'	118'
TAXIWAY EDGE SAFETY MARGIN	7.5	7.5	7.5'	7.5	10'	7.5'	7.5	7.5	7.5'	7.5'	10'	10'	10'	10'	10'
TAXIWAY OBJECT FREE AREA WIDTH	124'	124'	124'	124'	171'	124'	124'	124'	124'	124'	171'	171'	171'	171'	171'

MODIFICATION TO STANDARDS

ASN	DESCRIPTION	FAA STANDARDS	EXISTING CONDITION	PROPOSED ACTION	DATE APPROVED
	TRANSVERSE RSA GRADES BETWEEN RUNWAY 4/22 AND 4S/22S	1.5% – 5.0%	0% – 6.5%	ACQUIRE MOD TO STANDARD	

NON–STANDARD CONDITIONS

ITEM	EXISTING	STANDARD	ULTIMATE
TRANSVERSE RSA GRADES BETWEEN RUNWAY 4/22 AND 4S/22S	0% – 6.5%	1.5% – 5.0%	1.5% – 5.0%

BY	DATE	REVISION

WASILLA MUNICIPAL AIRPORT
WASILLA, ALASKA
AIRPORT LAYOUT PLAN

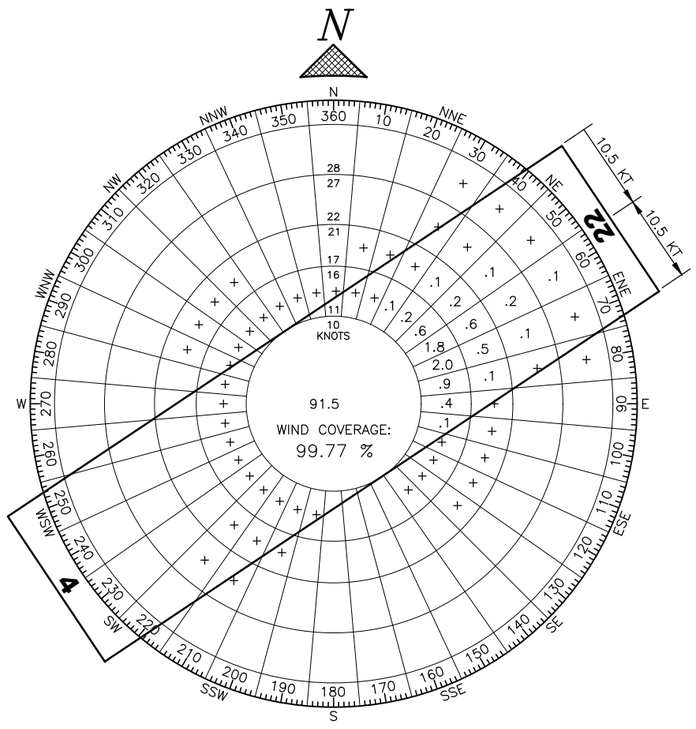
AIRPORT DATA

DATE: 12/02/2025

SHEET: 2 OF 34

Designed By: MRS
Drawn By: CNK
Checked By: MPM

Date Plotted: 12/02/2025, 10:04 AM
Layout Name: AIRPORT DATA
File Name: H:\Jobs\20-024 Wasilla Airport Term (CGW)\07 Master Plan\Task 18 - ALP\CAD\Drawings\ALP-1YS-02-03-Data Tables.dwg

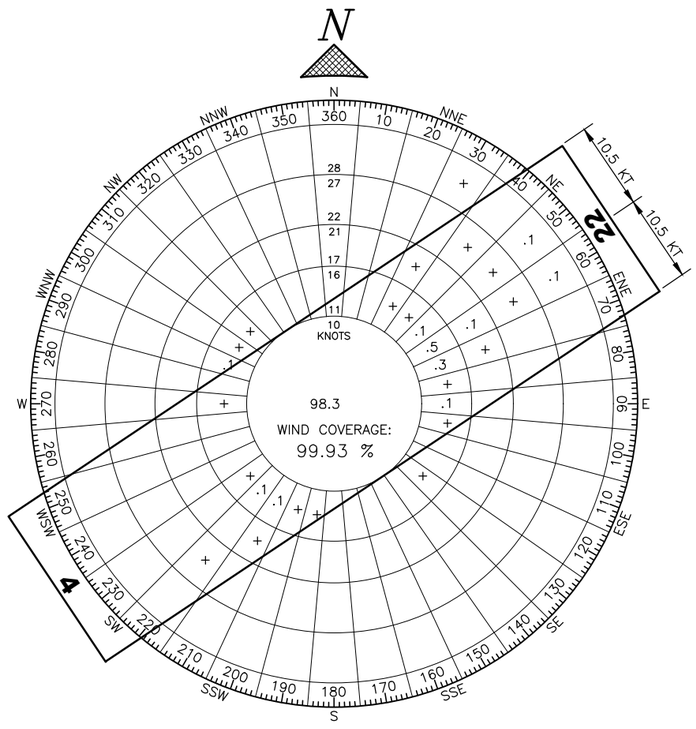


WIND DATA

NOTE: WIND SPEED IS INDICATED IN KNOTS.

ALL WEATHER WIND DATA	
RUNWAY	10.5 KT
RW 4/22	99.77%

SOURCE: NOAA INTEGRATED SURFACE DATABASE
SOURCE: 2015–2024

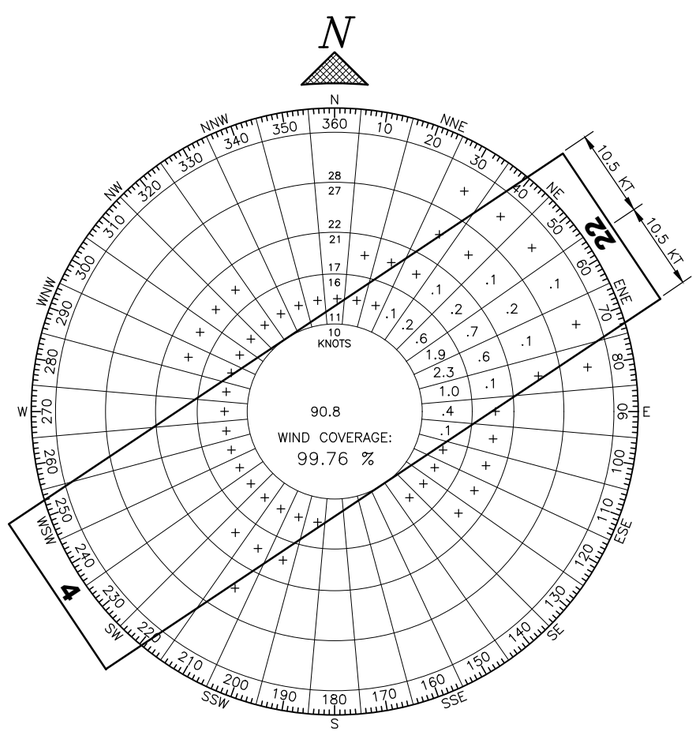


WIND DATA

NOTE: WIND SPEED IS INDICATED IN KNOTS.

IFR WIND DATA	
RUNWAY	10.5 KT
RW 4/22	99.93%

SOURCE: NOAA INTEGRATED SURFACE DATABASE
SOURCE: 2015–2024



WIND DATA

NOTE: WIND SPEED IS INDICATED IN KNOTS.

VFR WIND DATA	
RUNWAY	10.5 KT
RW 4/22	99.76%

SOURCE: NOAA INTEGRATED SURFACE DATABASE
SOURCE: 2015–2024

BY	DATE	REVISION

WASILLA MUNICIPAL AIRPORT
WASILLA, ALASKA
AIRPORT LAYOUT PLAN

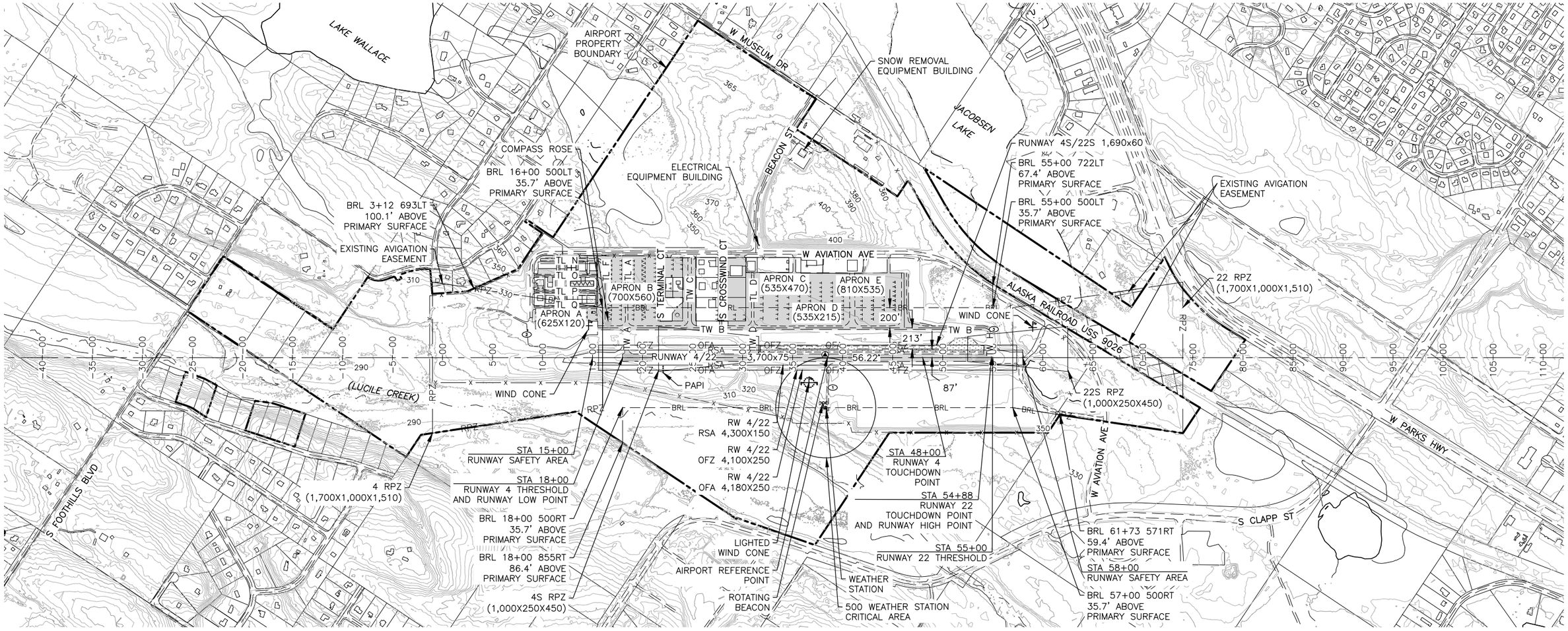
WIND ROSE

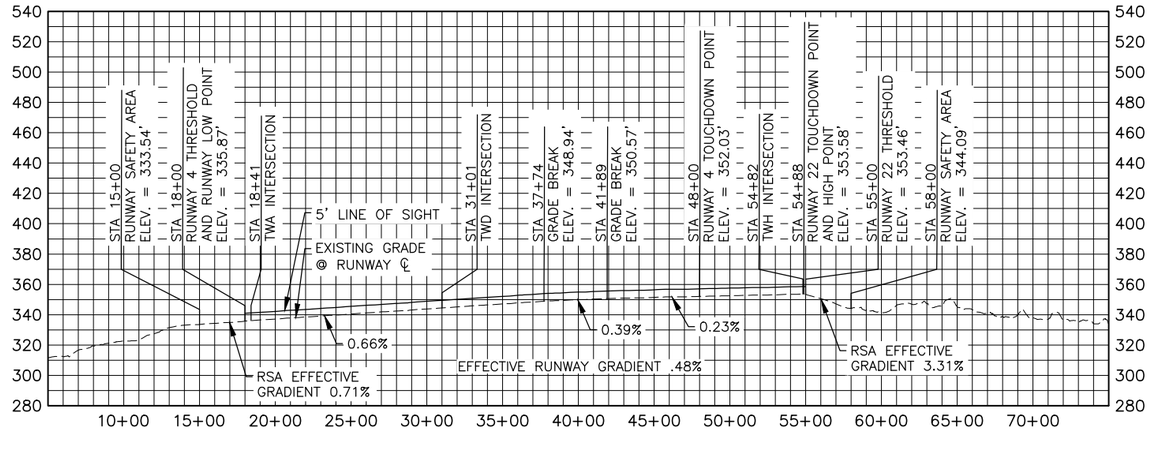
DATE: 12/02/2025

SHEET: 3 OF 34

Designed By: MRS
Drawn By: CNK
Checked By: MPM

Date Plotted: 12/02/2025, 10:04 AM
Layout Name: WIND ROSE
File Name: H:\Jobs\20-024 Wasilla Airport Term (COW)\07 Master Plan\Task 18 - ALP\CAD\Drawings\ALP-1YS-02-03-Data Tables.dwg





500' 250' 0 500' 1000'

VERTICAL SCALE RATIO: 10:1

AIRPORT REFERENCE POINT	
LATITUDE	61°34'19.15" N
LONGITUDE	149°32'22.40" W

NOTES:

1. SEE INNER APPROACH SHEETS FOR AC 150/5300-13B AND PART 77 APPROACH SURFACES.
2. SEE TERMINAL AREA PLAN SHEETS FOR TAXIWAY/TAXILANE PROTECTION SURFACES.
3. SEE EXISTING RUNWAY 4S/22S INNER APPROACH DRAWING SHEET FOR GRAVEL RUNWAY DATA.
4. THE EXISTING RSA DIMENSIONS ARE LARGER THAN THOSE REQUIRED FOR AN A-I(S) CRITICAL AIRCRAFT. A-I(S) CRITICAL AIRCRAFT ONLY REQUIRE
5. NO OFA OR OFZ PENETRATIONS.
6. THE INFORMATION SHOWN HEREON IS BASED ON MAT-SU BOROUGH .2019 LIDAR AND FIELD SURVEYS COMPLETED BY HDL ENGINEERING CONSULTANTS, LLC. IN JANUARY AND JUNE OF 2024.
7. SEE AIRPORT DATA SHEET FOR AIRPORT CONTROL STATION INFORMATION.
8. SEE AIRPORT DATA SHEET FOR TAXIWAY/TAXILANE INFORMATION.

BY	DATE	REVISION

AIRPORT LAYOUT PLAN CONDITIONAL APPROVAL SUBJECT TO ALP APPROVAL LETTER DATED ___/___/___
FAA AIRSPACE REVIEW NUMBER:_____

_____ DATE: _____
FAA, AIRPORTS DIVISION ALASKAN REGION, AAL-_____

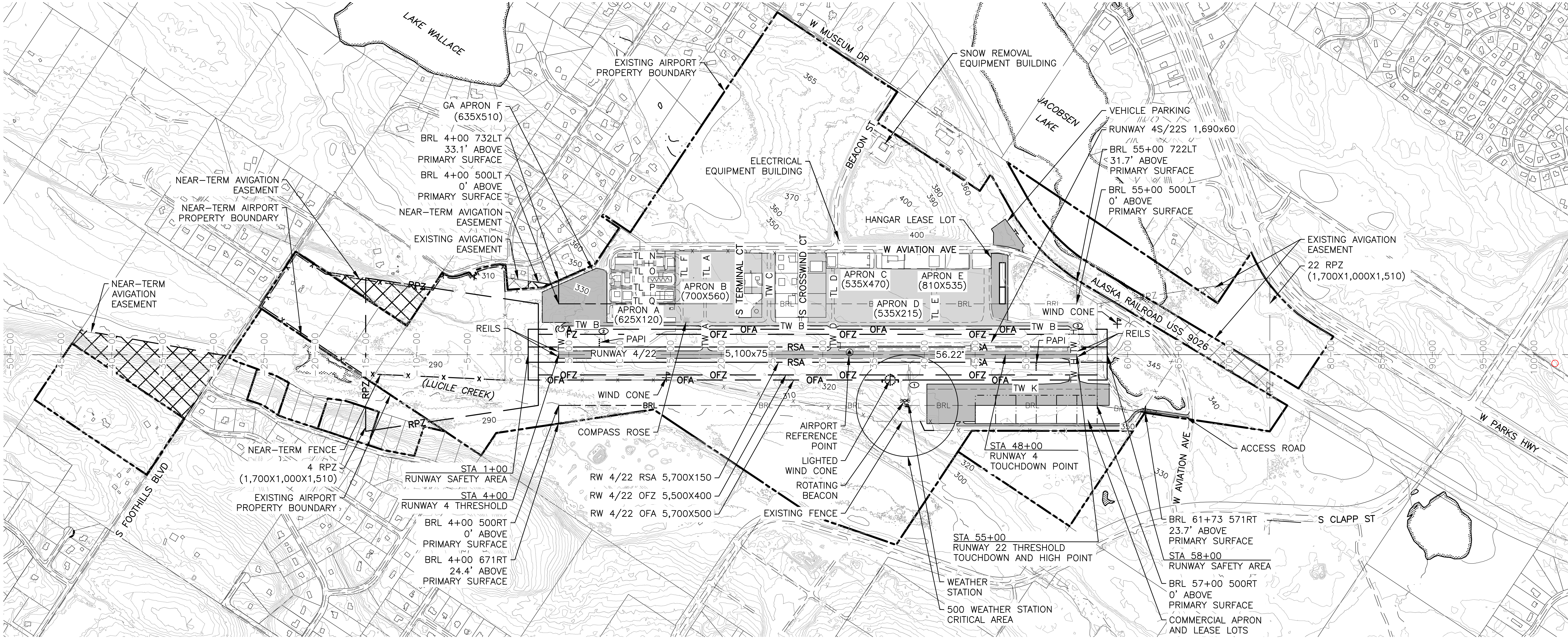
WASILLA AIRPORT
WASILLA, ALASKA
AIRPORT LAYOUT PLAN

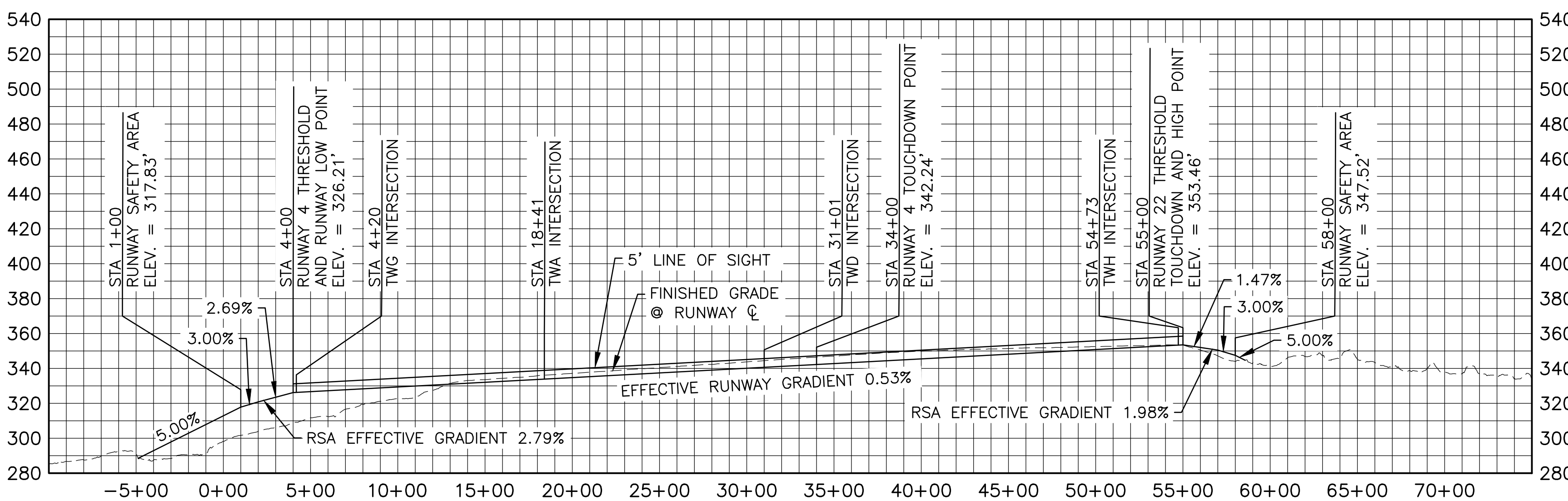
EXISTING LAYOUT PLAN

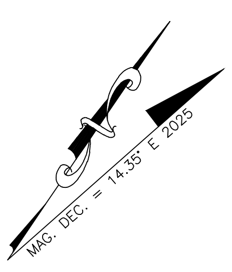
DATE: 12/02/2025
SHEET: 4 OF 34

Designed By: MRS
Drawn By: CNK
Checked By: MPM

Date Plotted: 12/02/2025, 10:05 AM
Layout Name: Existing Layout Plan
File Name: H:\Jobs\20-024 Wasilla Airport Term (CGW)\07 Master Plan\Task 18 - ALP\CAD\Drawings\ALP-11S-04-Existing Layout Plan.dwg







500' 250' 0 500' 1000'

VERTICAL SCALE RATIO: 10:1

AIRPORT REFERENCE POINT	
LATITUDE	61°34'16.03" N
LONGITUDE	149°32'32.00" W

NOTES:

1. SEE INNER APPROACH SHEETS FOR AC 150/5300-13B AND PART 77 APPROACH SURFACES.
2. SEE TERMINAL AREA PLAN SHEETS FOR TAXIWAY/TAXILANE PROTECTION SURFACES, AIRCRAFT PARKING, AND BUILDING INFORMATION.
3. SEE EXISTING RUNWAY 4S/22S INNER APPROACH DRAWING SHEETS FOR GRAVEL RUNWAY DATA.
4. NO CHANGES IN CENTERLINE SEPARATION DISTANCES BETWEEN EXISTING AND NEAR-TERM CONDITIONS.
5. NO OFA OR OFZ PENETRATIONS.
6. THE INFORMATION SHOWN HEREON IS BASED ON MAT-SU BOROUGH .2019 LIDAR AND FIELD SURVEYS COMPLETED BY HDL ENGINEERING CONSULTANTS, LLC. IN JANUARY AND JUNE OF 2024.
7. SEE AIRPORT DATA SHEET FOR AIRPORT CONTROL STATION INFORMATION.
8. SEE AIRPORT DATA SHEET FOR TAXIWAY/TAXILANE INFORMATION.

BY	DATE	REVISION

AIRPORT LAYOUT PLAN CONDITIONAL APPROVAL SUBJECT TO ALP APPROVAL LETTER DATED ___/___/___ FAA AIRSPACE REVIEW NUMBER:__________

DATE: __________
FAA, AIRPORTS DIVISION ALASKAN REGION, AAL-__________

WASILLA AIRPORT
WASILLA, ALASKA
AIRPORT LAYOUT PLAN

NEAR-TERM LAYOUT PLAN

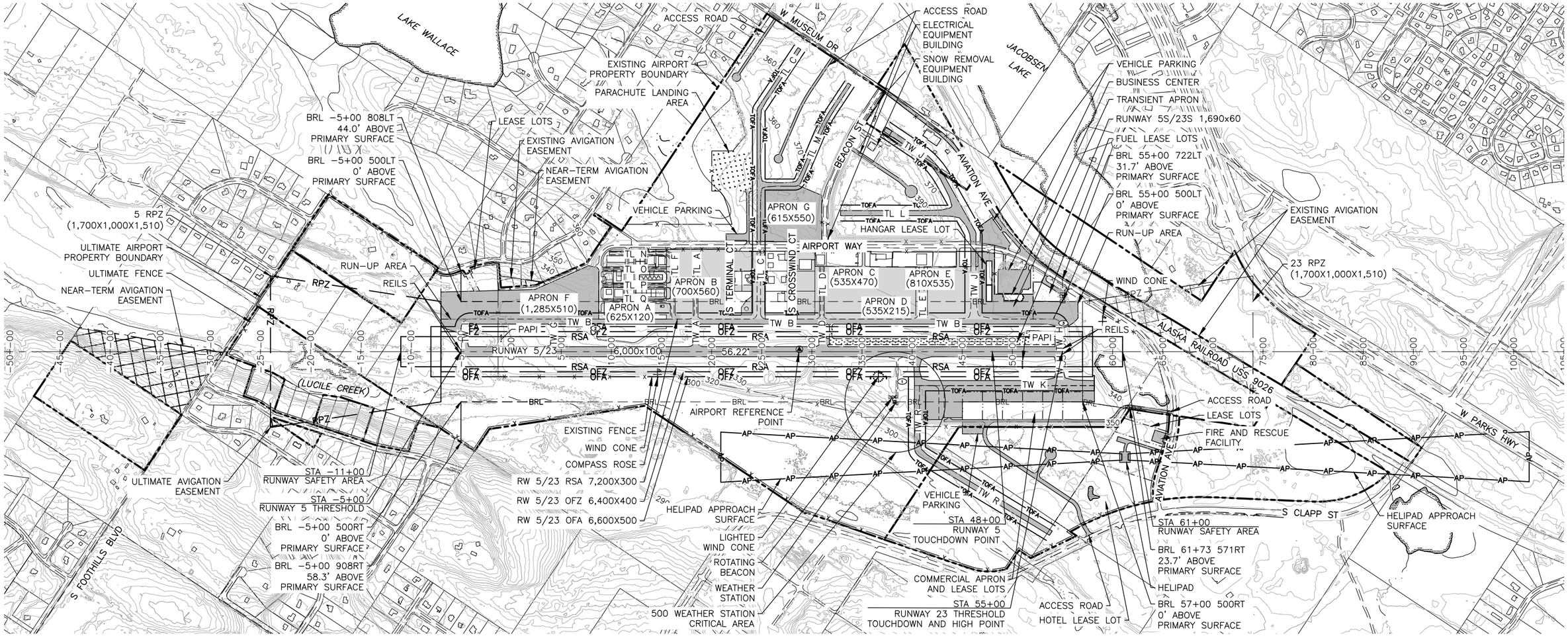
DATE: 12/02/2025
SHEET: 5 OF 34

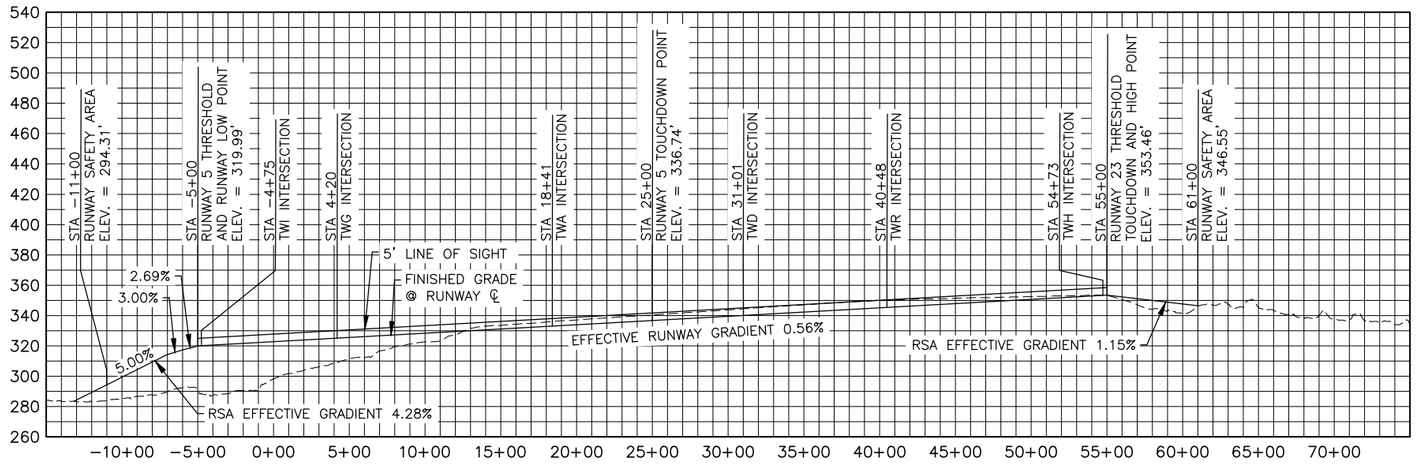
Designed By: MRS
Drawn By: CNK
Checked By: MPM

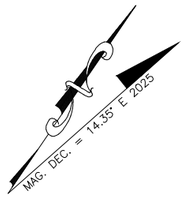
Date Plotted: 12/02/2025 3:33 PM
Layout Name: Near-Term Layout Plan
File Name: H:\Jobs\20-024 Wasilla Airport Term (CDW)\07 Master Plan\Task 18 - ALP\CAD\Drawings\ALP-TYS-05-Near-Term Layout Plan.dwg

Designed By: MRS
Drawn By: CNK
Checked By: MPM

Date Plotted: 12/02/2025, 1:51 PM
Layout Name: Ultimate Layout Plan
File Name: H:\Jobs\20-024 Wasilla Airport Term (COW)\07 Master Plan\Task 18 - ALP\CAD\Drawings\ALP-1YS-06-Ultimate Layout Plan.dwg







500' 250' 0 500' 1000'

VERTICAL SCALE RATIO: 10:1

AIRPORT REFERENCE POINT	
LATITUDE	61°34'13.91" N
LONGITUDE	149°32'38.64" W

NOTES:

1. SEE INNER APPROACH SHEETS FOR AC 150/5300-13B AND PART 77 APPROACH SURFACES.
2. SEE TERMINAL AREA PLAN SHEETS FOR CENTERLINE SEPARATION DISTANCES, TAXIWAY/TAXILANE PROTECTION SURFACES, AIRCRAFT PARKING, AND BUILDING INFORMATION.
3. SEE ULTIMATE RUNWAY 5S/23S INNER APPROACH DRAWING SHEET FOR GRAVEL RUNWAY DATA.
4. NO OFA OR OFZ PENETRATIONS.
5. THE INFORMATION SHOWN HEREON IS BASED ON MAT-SU BOROUGH .2019 LIDAR AND FIELD SURVEYS COMPLETED BY HDL ENGINEERING CONSULTANTS, LLC. IN JANUARY AND JUNE OF 2024.
6. SEE AIRPORT DATA SHEET FOR AIRPORT CONTROL STATION INFORMATION.
7. SEE AIRPORT DATA SHEET FOR TAXIWAY/TAXILANE INFORMATION.

BY	DATE	REVISION

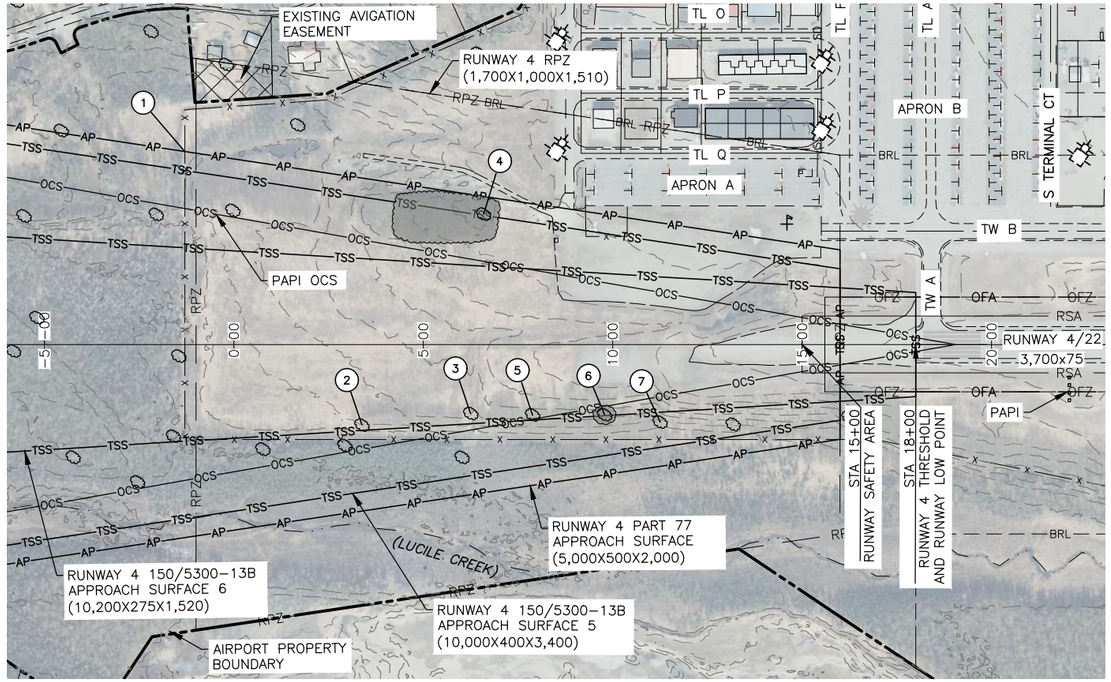
AIRPORT LAYOUT PLAN CONDITIONAL APPROVAL SUBJECT TO ALP APPROVAL LETTER DATED ____/____/____
FAA AIRSPACE REVIEW NUMBER:_____

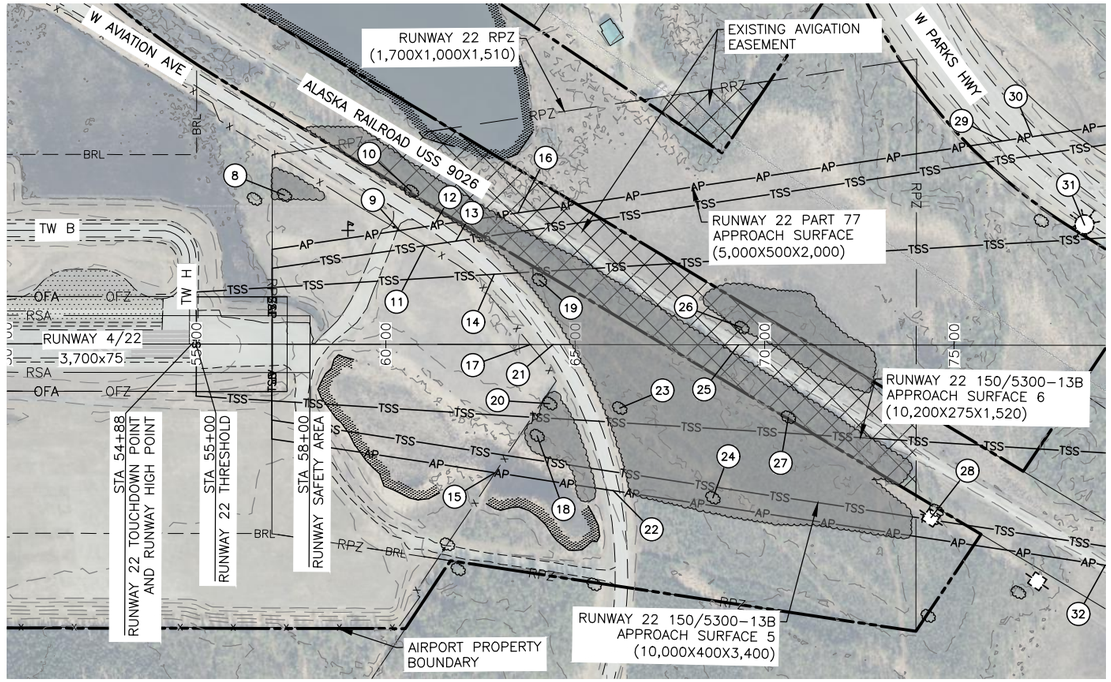
_____ DATE: _____
FAA, AIRPORTS DIVISION ALASKAN REGION, AAL-_____

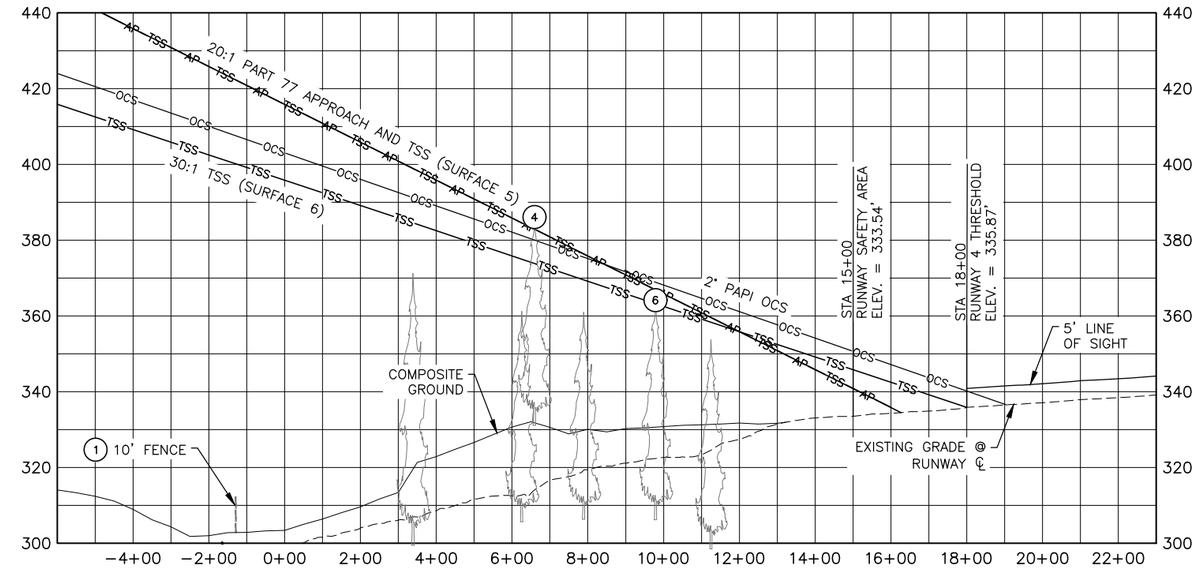
WASILLA AIRPORT
WASILLA, ALASKA
AIRPORT LAYOUT PLAN

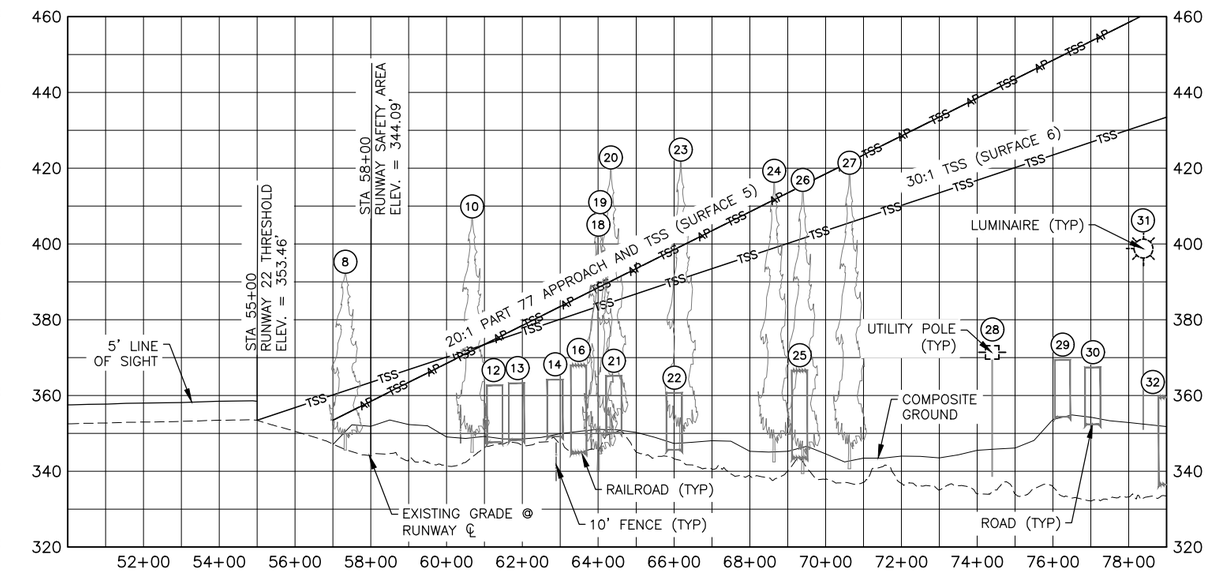
ULTIMATE LAYOUT PLAN

DATE: 12/02/2025
SHEET: 6 OF 34







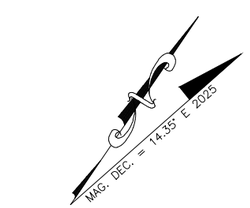


NOTES:

1. SEE SHEETS 8 AND 9 FOR OBSTRUCTION TABLES.
2. SEE SHEET 22 FOR EXISTING DEPARTURE SURFACES.
3. THRESHOLD SITING SURFACE CRITERIA (TSS) FOR RUNWAY 4/22 IS DEFINED PER AC 150/5300-13B, TABLE 3-4, SURFACES 5 AND 6, EXPECTED TO ACCOMMODATE APV INSTRUMENT APPROACHES.
4. REFER TO THE AIRPORT AIRSPACE DRAWING FOR OUTER APPROACH SURFACE PENETRATIONS.
5. ALL OBJECTS LABELED IN PLAN VIEW ARE LISTED ON OBSTRUCTION TABLES. PROFILE VIEW ONLY LABELS OBSTRUCTIONS THAT PENETRATE THE LOWEST SURFACE, ARE MAN MADE, OR ARE WATER BODIES, FOR CLARITY.

OBSTRUCTION KEY

- OBSTRUCTION LOCATION (HIGHEST TREES IN GROUP)
- GROUP OF TREES PENETRATING A SURFACE
- (X) OBSTRUCTION NUMBER



200' 100' 0 200' 400'

VERTICAL SCALE RATIO: 10:1

BY	DATE	REVISION

AIRPORT LAYOUT PLAN CONDITIONAL APPROVAL SUBJECT TO ALP APPROVAL LETTER DATED ____/____/____
FAA AIRSPACE REVIEW NUMBER:_____

_____ DATE: _____
FAA, AIRPORTS DIVISION ALASKAN REGION, AAL-_____

WASILLA AIRPORT
WASILLA, ALASKA
AIRPORT LAYOUT PLAN
EXISTING RUNWAY 4/22
INNER APPROACH DRAWING

DATE: 12/02/2025
SHEET: 7 OF 34

Designed By: MRS
Drawn By: CNK
Checked By: MPM

Date Plotted: 12/02/2025, 10:51 AM
Layout Name: RW 04-22 Existing Inner Approach
File Name: H:\Jobs\20-024 Wasilla Airport Term (CSW)\07 Master Plan\Task 18 - ALP\CAD\Drawings\ALP-11S-7-9-Existing Runway 4-22 Inner Approach Drawing.dwg

EXISTING PART 77 INNER APPROACH OBSTRUCTION TABLE (INNER PORTION RUNWAY 4)

ID	DESCRIPTION	STATION	OFFSET	GROUND ELEVATION	OBJECT ELEVATION	SURFACE PENETRATED	SURFACE ELEVATION	AMOUNT PENETRATED	AIRSPACE CASE No.	DISPOSITION	STAGE TO CORRECT
(1)	FENCE	−1+29	509 LT	302.3	312.3	20:1 APPROACH	422.3	−110.0	–	RELOCATE	ULTIMATE
(4)	TREES	6+59	344 LT	331.2	386.1	20:1 APPROACH	382.9	3.2	–	REMOVE	EXISTING
(5)	TREES	7+88	187 RT	306.6	361.1	20:1 APPROACH	376.5	−15.4	–	REMOVE	NEAR−TERM
(6)	TREES	9+78	186 RT	306.4	364.2	20:1 APPROACH	367.0	−2.8	–	REMOVE	NEAR−TERM
(7)	TREES	11+25	205 RT	298.6	353.7	20:1 APPROACH	359.6	−5.9	–	REMOVE	NEAR−TERM

EXISTING TSS SURFACE 5 OBSTRUCTION TABLE (INNER PORTION RUNWAY 4)

ID	DESCRIPTION	STATION	OFFSET	GROUND ELEVATION	OBJECT ELEVATION	SURFACE PENETRATED	SURFACE ELEVATION	AMOUNT PENETRATED	AIRSPACE CASE No.	DISPOSITION	STAGE TO CORRECT
(4)	TREES	6+59	344 LT	331.2	386.1	20:1 TSS	382.9	3.2	–	REMOVE	EXISTING
(5)	TREES	7+88	187 RT	306.6	361.1	20:1 TSS	376.5	−15.4	–	REMOVE	NEAR−TERM
(6)	TREES	9+78	186 RT	306.4	364.2	20:1 TSS	367.0	−2.8	–	REMOVE	NEAR−TERM
(7)	TREES	11+25	205 RT	298.6	353.7	20:1 TSS	359.6	−5.9	–	REMOVE	NEAR−TERM

EXISTING TSS SURFACE 6 OBSTRUCTION TABLE (INNER PORTION RUNWAY 4)

ID	DESCRIPTION	STATION	OFFSET	GROUND ELEVATION	OBJECT ELEVATION	SURFACE PENETRATED	SURFACE ELEVATION	AMOUNT PENETRATED	AIRSPACE CASE No.	DISPOSITION	STAGE TO CORRECT
(2)	TREES	3+38	212 RT	299.5	371.3	30:1 TSS	384.6	−13.3	–	REMOVE	NEAR−TERM
(3)	TREES	6+25	182 RT	305.6	361.3	30:1 TSS	375.0	−13.7	–	REMOVE	NEAR−TERM
(5)	TREES	7+88	187 RT	306.6	361.1	30:1 TSS	369.6	−8.5	–	REMOVE	NEAR−TERM
(6)	TREES	9+78	186 RT	306.4	364.2	30:1 TSS	363.3	0.9	–	REMOVE	NEAR−TERM

EXISTING PAPI OCS OBSTRUCTION TABLE (INNER PORTION RUNWAY 4)

ID	DESCRIPTION	STATION	OFFSET	GROUND ELEVATION	OBJECT ELEVATION	SURFACE PENETRATED	SURFACE ELEVATION	AMOUNT PENETRATED	AIRSPACE CASE No.	DISPOSITION	STAGE TO CORRECT
(2)	TREES	3+38	212 RT	299.5	371.3	2" PAPI OCS	391.3	−20.0	–	REMOVE	NEAR−TERM
(3)	TREES	6+25	182 RT	305.6	361.3	2" PAPI OCS	381.3	−20.0	–	REMOVE	NEAR−TERM
(5)	TREES	7+88	187 RT	306.6	361.1	2" PAPI OCS	375.6	−14.5	–	REMOVE	NEAR−TERM
(6)	TREES	9+78	186 RT	306.4	364.2	2" PAPI OCS	369.0	−4.8	–	REMOVE	NEAR−TERM

NOTES:

1. OBJECTS WITHIN 20' OF A SURFACE ARE SHOWN.
2. SIGNIFICANT OBJECTS ARE SHOWN IN THE PART 77 INNER APPROACH OBSTRUCTION TABLE.

BY	DATE	REVISION

AIRPORT LAYOUT PLAN CONDITIONAL APPROVAL SUBJECT TO ALP APPROVAL LETTER DATED ___/___/___
FAA AIRSPACE REVIEW NUMBER:_____

_____ DATE: _____
FAA, AIRPORTS DIVISION ALASKAN REGION, AAL-_____

WASILLA AIRPORT
WASILLA, ALASKA
AIRPORT LAYOUT PLAN
EXISTING RUNWAY 4
OBSTRUCTION TABLES

DATE: 12/02/2025
SHEET: 8 OF 34

Designed By: MRS
Drawn By: CNK
Checked By: MPM

Date Plotted: 12/02/2025, 10:23 AM
Layout Name: RW 04-22 Existing Inner Approach Obstructions
File Name: H:\Jobs\20-024 Wasilla Airport Term (COW)\07 Master Plan\Task 18 - ALP\CAD\Drawings\ALP-11S-7-9-Existing Runway 4-22 Inner Approach Drawing.dwg

EXISTING PART 77 INNER APPROACH OBSTRUCTION TABLE (INNER PORTION RUNWAY 22)

ID	DESCRIPTION	STATION	OFFSET	GROUND ELEVATION	OBJECT ELEVATION	SURFACE PENETRATED	SURFACE ELEVATION	AMOUNT PENETRATED	AIRSPACE CASE No.	DISPOSITION	STAGE TO CORRECT
(8)	TREES	57+32	393 LT	345.8	395.3	7:1 TRANSITIONAL	374.8	20.5	–	REMOVE	EXISTING
(9)	FENCE	60+36	300 LT	347.5	357.5	20:1 APPROACH	370.3	−12.8	–	TO REMAIN	N/A
(10)	TREES	60+67	404 LT	345.0	409.9	7:1 TRANSITIONAL	385.9	24.0	–	REMOVE	EXISTING
(12)	ROAD	61+27	314 LT	347.7	362.7 *	20:1 APPROACH	374.8	−12.1	–	TO REMAIN	N/A
(15)	FENCE	62+89	338 RT	337.5	347.5	20:1 APPROACH	382.9	−35.4	–	RELOCATE	ULTIMATE
(16)	RAILROAD	63+48	347 LT	345.0	368.0 **	20:1 APPROACH	385.9	−17.9	–	TO REMAIN	N/A
(17)	FENCE	63+81	CL	345.8	355.8	20:1 APPROACH	387.5	−31.7	–	TO REMAIN	N/A
(18)	TREES	64+00	241 RT	340.4	409.8	20:1 APPROACH	388.5	21.3	–	REMOVE	EXISTING
(19)	TREES	64+05	170 LT	344.2	410.9	20:1 APPROACH	388.7	22.2	–	REMOVE	EXISTING
(20)	TREES	64+33	155 RT	348.6	422.8	20:1 APPROACH	390.1	32.7	–	REMOVE	EXISTING
(21)	ROAD	64+41	CL	350.1	365.1 *	20:1 APPROACH	390.5	−25.4	–	TO REMAIN	N/A
(22)	ROAD	66+01	385 RT	345.7	360.7 *	20:1 APPROACH	398.5	−37.8	–	TO REMAIN	N/A
(23)	TREES	66+18	168 RT	345.3	424.9	20:1 APPROACH	399.4	25.5	–	REMOVE	EXISTING
(24)	TREES	68+64	404 RT	342.5	419.2	20:1 APPROACH	411.7	7.5	–	REMOVE	EXISTING
(25)	RAILROAD	69+32	CL	343.6	366.6 **	20:1 APPROACH	415.1	−48.5	–	TO REMAIN	N/A
(26)	TREES	69+40	45 LT	339.4	416.8	20:1 APPROACH	415.5	1.3	–	REMOVE	EXISTING
(27)	TREES	70+63	191 RT	340.5	421.3	20:1 APPROACH	421.6	−0.3	–	REMOVE	EXISTING
(28)	UTILITY POLE	74+40	455 RT	338.6	371.4	20:1 APPROACH	440.5	−69.1	–	TO REMAIN	N/A
(29)	ROAD	76+26	539 LT	354.4	369.4 *	20:1 APPROACH	449.8	−80.4	–	TO REMAIN	N/A
(30)	ROAD	77+05	551 LT	352.4	367.4 *	20:1 APPROACH	453.7	−86.3	–	TO REMAIN	N/A
(31)	LUMINAIRE	78+64	305 LT	351.0	398.8	20:1 APPROACH	461.7	−62.9	–	TO REMAIN	N/A
(32)	RAILROAD	79+00	580 RT	336.5	359.5 **	20:1 APPROACH	463.5	−104.0	–	TO REMAIN	N/A

EXISTING TSS SURFACE 5 OBSTRUCTION TABLE (INNER PORTION RUNWAY 22)

ID	DESCRIPTION	STATION	OFFSET	GROUND ELEVATION	OBJECT ELEVATION	SURFACE PENETRATED	SURFACE ELEVATION	AMOUNT PENETRATED	AIRSPACE CASE No.	DISPOSITION	STAGE TO CORRECT
(11)	FENCE	61+03	261 LT	347.3	357.3	20:1 TSS	373.6	−16.3	–	TO REMAIN	N/A
(13)	ROAD	61+84	273 LT	348.2	363.2 *	20:1 TSS	377.7	−14.5	–	TO REMAIN	N/A
(18)	TREES	64+00	241 RT	340.4	409.8	20:1 TSS	388.5	21.3	–	REMOVE	EXISTING
(19)	TREES	64+05	170 LT	344.2	410.9	20:1 TSS	388.7	22.2	–	REMOVE	EXISTING
(20)	TREES	64+33	155 RT	348.6	422.8	20:1 TSS	390.1	32.7	–	REMOVE	EXISTING
(23)	TREES	66+18	168 RT	345.3	424.9	20:1 TSS	399.4	25.5	–	REMOVE	EXISTING
(26)	TREES	69+40	45 LT	339.4	416.8	20:1 TSS	415.5	1.3	–	REMOVE	EXISTING
(27)	TREES	70+63	191 RT	340.5	421.3	20:1 TSS	421.6	−0.3	–	REMOVE	EXISTING

EXISTING TSS SURFACE 6 OBSTRUCTION TABLE (INNER PORTION RUNWAY 22)

ID	DESCRIPTION	STATION	OFFSET	GROUND ELEVATION	OBJECT ELEVATION	SURFACE PENETRATED	SURFACE ELEVATION	AMOUNT PENETRATED	AIRSPACE CASE No.	DISPOSITION	STAGE TO CORRECT
(14)	ROAD	62+86	185 LT	349.2	364.2 *	30:1 TSS	379.7	−15.5	–	TO REMAIN	N/A
(19)	TREES	64+05	170 LT	344.2	410.9	30:1 TSS	383.6	27.3	–	REMOVE	EXISTING
(20)	TREES	64+33	155 RT	348.6	422.8	30:1 TSS	384.6	38.2	–	REMOVE	EXISTING
(21)	ROAD	64+41	CL	350.1	365.1 *	30:1 TSS	384.8	−19.7	–	TO REMAIN	N/A
(23)	TREES	66+18	168 RT	345.3	424.9	30:1 TSS	390.7	34.2	–	REMOVE	EXISTING
(26)	TREES	69+40	45 LT	339.4	416.8	30:1 TSS	401.5	15.3	–	REMOVE	EXISTING
(27)	TREES	70+63	191 RT	340.5	421.3	30:1 TSS	405.6	15.7	–	REMOVE	EXISTING

* INCLUDES ASSUMED 15' HIGH OBJECT ABOVE THE ROAD.
** INCLUDES ASSUMED 23' HIGH OBJECT ABOVE RAILWAY.

NOTES:

1. OBJECTS WITHIN 20' OF A SURFACE ARE SHOWN.
2. SIGNIFICANT OBJECTS ARE SHOWN IN THE PART 77 INNER APPROACH OBSTRUCTION TABLE.

BY	DATE	REVISION

AIRPORT LAYOUT PLAN CONDITIONAL APPROVAL SUBJECT TO
ALP APPROVAL LETTER DATED ___/___/___
FAA AIRSPACE REVIEW NUMBER:_____

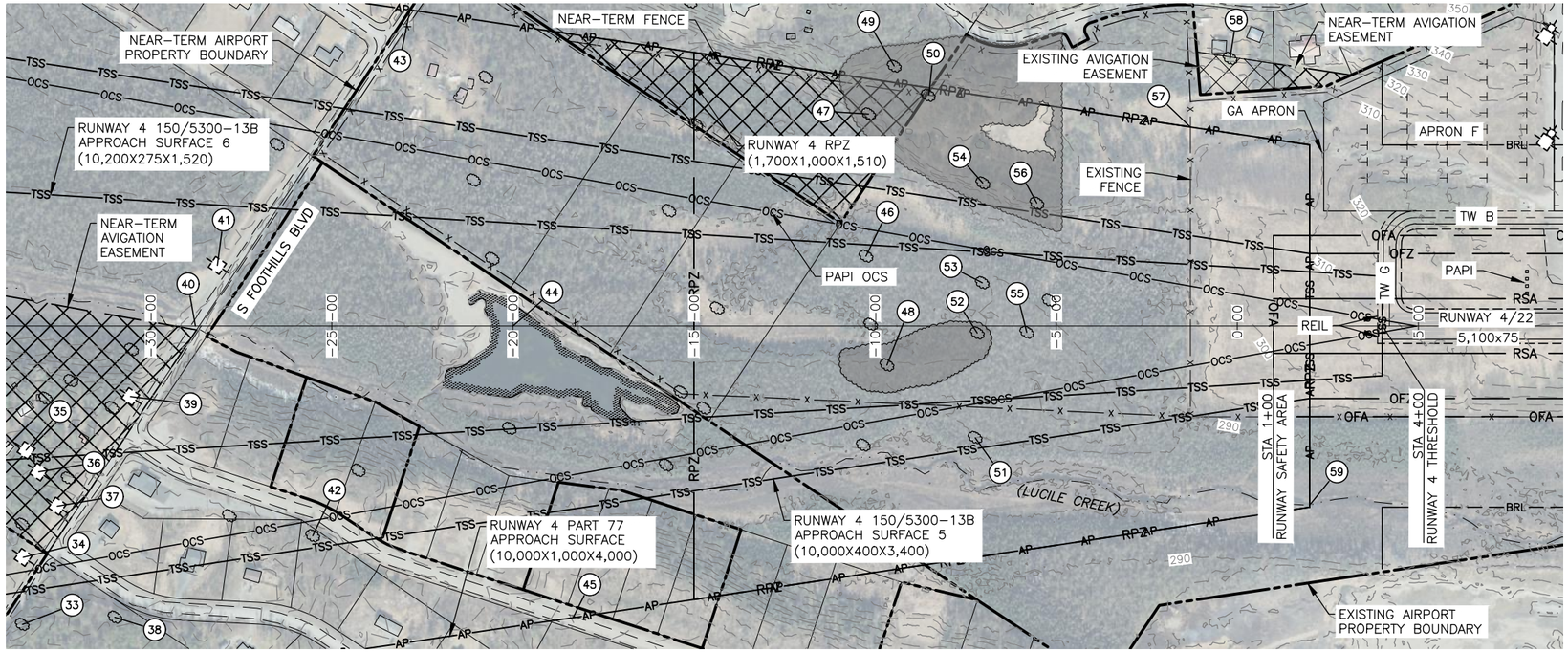
_____ DATE: _____
FAA, AIRPORTS DIVISION ALASKAN REGION, AAL- _____

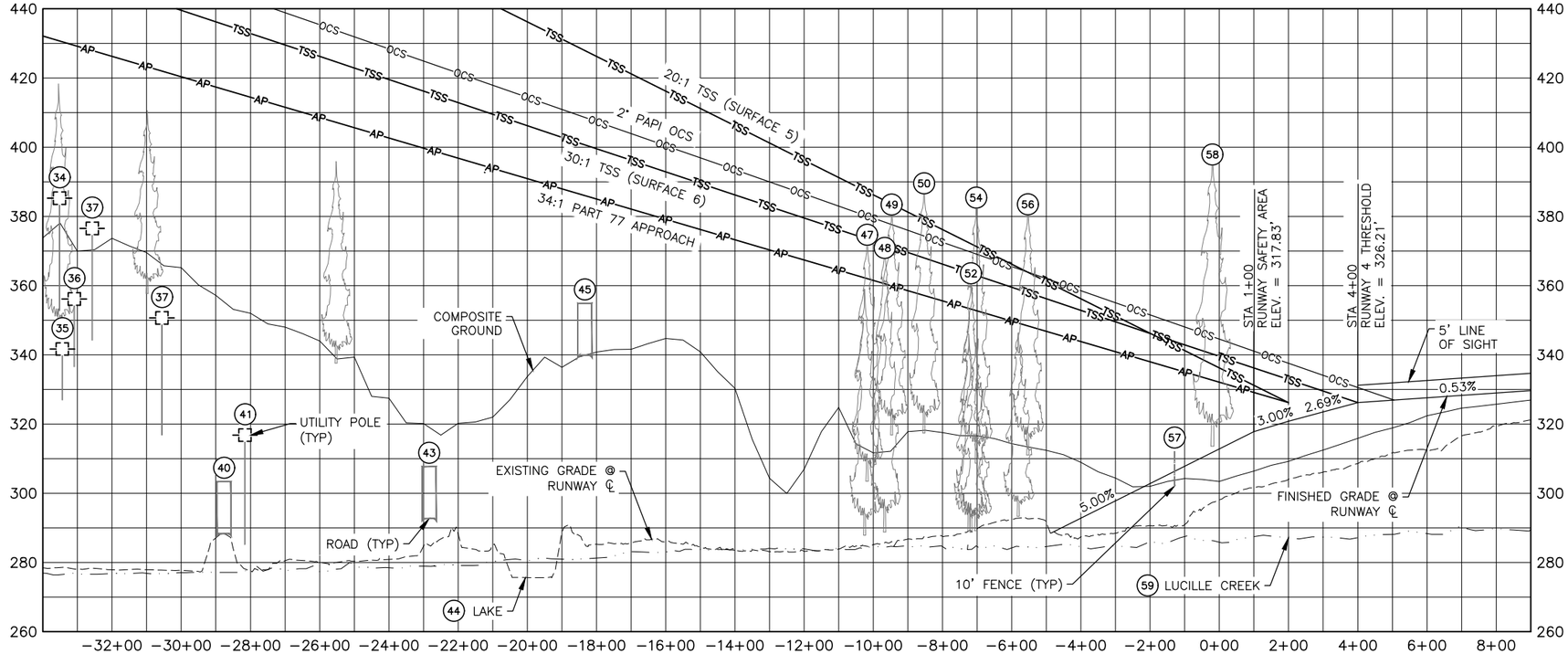
WASILLA AIRPORT
WASILLA, ALASKA
AIRPORT LAYOUT PLAN
EXISTING RUNWAY 22
OBSTRUCTION TABLES

DATE: 12/02/2025
SHEET: 9 OF 34

Designed By: MRS
Drawn By: CNK
Checked By: MPM

Date Plotted: 12/02/2025, 10:23 AM
Layout Name: RW 04-22 Existing Inner Approach Obstructions (2)
File Name: H:\Jobs\20-024 Wasilla Airport Term (CAW)\07 Master Plan\Task 18 - ALP\CAD\Drawings\ALP-11S-7-9-Existing Runway 4-22 Inner Approach Drawing.dwg



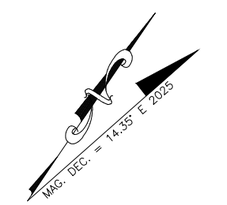


NOTES:

1. SEE SHEET 12 FOR OBSTRUCTION TABLES.
2. SEE SHEET 24 FOR NEAR-TERM DEPARTURE SURFACES.
3. THRESHOLD SITING SURFACE CRITERIA (TSS) FOR RUNWAY 4/22 IS DEFINED PER AC 150/5300-13B, TABLE 3-4, SURFACES 5 AND 6, EXPECTED TO ACCOMMODATE APV INSTRUMENT APPROACHES.
4. REFER TO THE AIRPORT AIRSPACE DRAWING FOR OUTER APPROACH SURFACE PENETRATIONS.
5. ALL OBJECTS LABELED IN PLAN VIEW ARE LISTED ON OBSTRUCTION TABLES. PROFILE VIEW ONLY LABELS OBSTRUCTIONS THAT PENETRATE THE LOWEST SURFACE, ARE MAN MADE, OR ARE WATER BODIES, FOR CLARITY.

OBSTRUCTION KEY

- OBSTRUCTION LOCATION (HIGHEST TREES IN GROUP)
- GROUP OF TREES PENETRATING A SURFACE
- X OBSTRUCTION NUMBER



200' 100' 0 200' 400'

VERTICAL SCALE RATIO: 10:1

BY	DATE	REVISION

AIRPORT LAYOUT PLAN CONDITIONAL APPROVAL SUBJECT TO ALP APPROVAL LETTER DATED ____/____/____
FAA AIRSPACE REVIEW NUMBER:_____

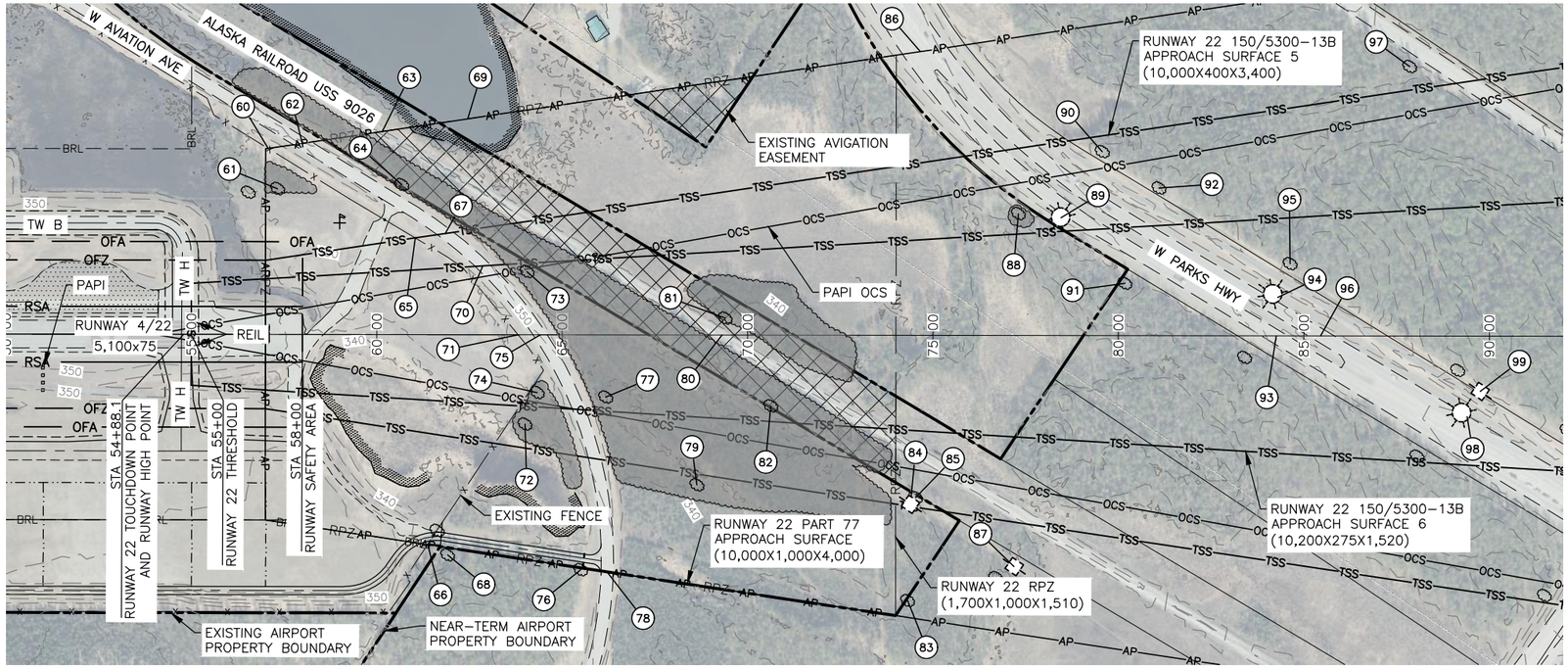
_____ DATE: _____
FAA, AIRPORTS DIVISION ALASKAN REGION, AAL-_____

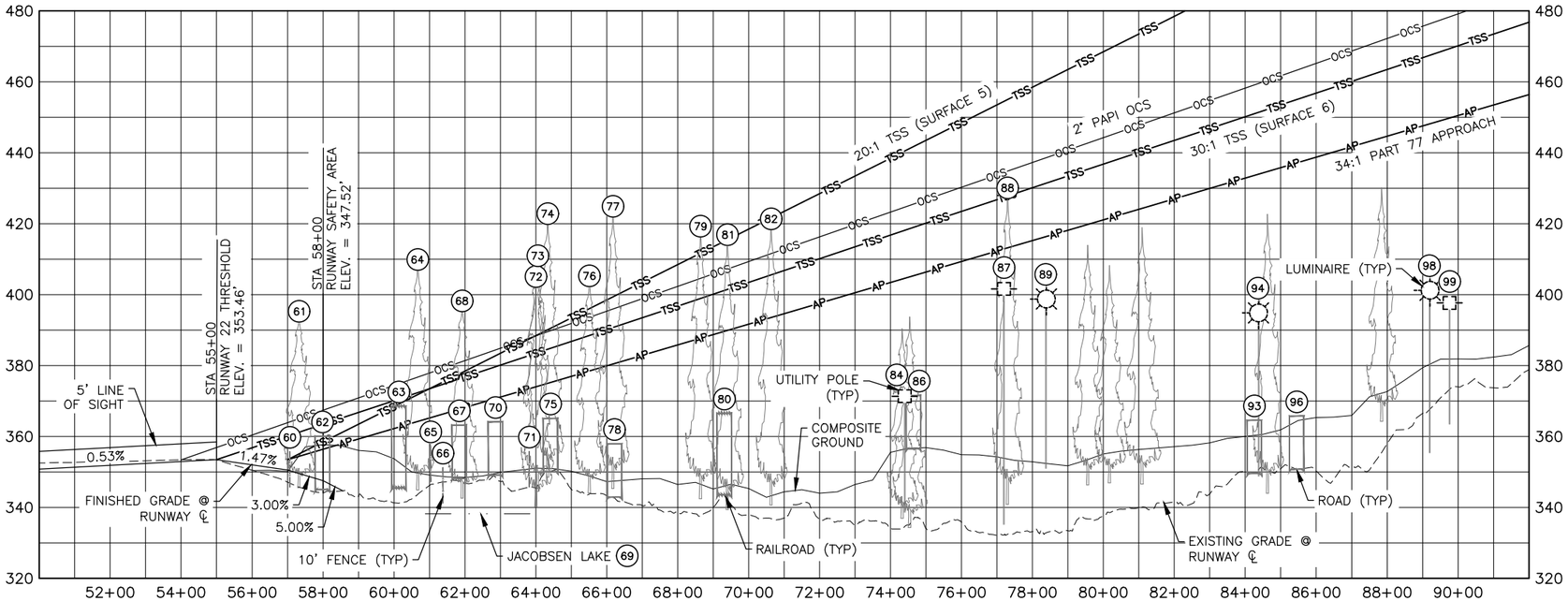
WASILLA AIRPORT
WASILLA, ALASKA
AIRPORT LAYOUT PLAN
NEAR-TERM RUNWAY 4
INNER APROACH DRAWING

DATE: 12/02/2025
SHEET: 10 OF 34

Designed By: MRS
Drawn By: CNK
Checked By: MPM

Date Plotted: 12/02/2025, 10:54 AM
Layout Name: RW4 Near-Term Inner Approach
File Name: H:\Jobs\20-024 Wasilla Airport Term (CSW)\07 Master Plan\Task 1B - ALP\CAD\Drawings\ALP-1YS-10-13-Near-Term Runway 4-22 Inner Approach Drawing.dwg

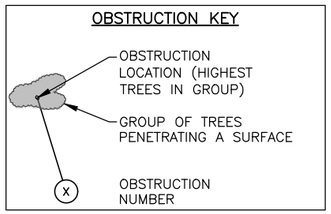


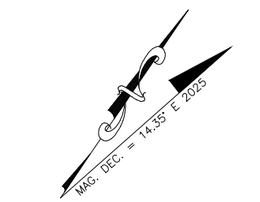


NOTES:

1. SEE SHEET 13 FOR OBSTRUCTION TABLES.
2. SEE SHEET 24 FOR NEAR-TERM DEPARTURE SURFACES.
3. THRESHOLD SITING SURFACE CRITERIA (TSS) FOR RUNWAY 4/22 IS DEFINED PER AC 150/5300-13B, TABLE 3-4, SURFACES 5 AND 6, EXPECTED TO ACCOMMODATE APV INSTRUMENT APPROACHES.
4. REFER TO THE AIRPORT AIRSPACE DRAWING FOR OUTER APPROACH SURFACE PENETRATIONS.
5. ALL OBJECTS LABELED IN PLAN VIEW ARE LISTED ON OBSTRUCTION TABLES. PROFILE VIEW ONLY LABELS OBSTRUCTIONS THAT PENETRATE THE LOWEST SURFACE, ARE MAN MADE, OR ARE WATER BODIES, FOR CLARITY.

OBSTRUCTION KEY





200' 100' 0 200' 400'

VERTICAL SCALE RATIO: 10:1

BY	DATE	REVISION

AIRPORT LAYOUT PLAN CONDITIONAL APPROVAL SUBJECT TO ALP APPROVAL LETTER DATED ____/____/____
FAA AIRSPACE REVIEW NUMBER:_____

_____ DATE: _____
FAA, AIRPORTS DIVISION ALASKAN REGION, AAL- _____

WASILLA AIRPORT
WASILLA, ALASKA
AIRPORT LAYOUT PLAN
NEAR-TERM RUNWAY 22
INNER APPROACH DRAWING

DATE: 12/02/2025
SHEET: 11 OF 34

Designed By: MRS
Drawn By: CNK
Checked By: MPM

Date Plotted: 12/02/2025, 10:54 AM
Layout Name: RW22 Near-Term Inner Approach
File Name: H:\Jobs\20-024 Wasilla Airport Term (CDW)\07 Master Plan\Task 18 - ALP\CAD\Drawings\ALP-11S-18-13-Near-Term Runway 4-22 Inner Approach Drawing.dwg

NEAR–TERM PART 77 INNER APPROACH OBSTRUCTION TABLE (INNER PORTION RUNWAY 4)

ID	DESCRIPTION	STATION	OFFSET	GROUND ELEVATION	OBJECT ELEVATION	SURFACE PENETRATED	SURFACE ELEVATION	AMOUNT PENETRATED	AIRSPACE CASE No.	DISPOSITION	STAGE TO CORRECT
33	TREES	−33+55	824 RT	372.8	418.3	34:1 APPROACH	430.8	−12.5	–	TO REMAIN	N/A
34	UTILITY POLE	−33+52	639 RT	352.8	385.3	34:1 APPROACH	430.7	−45.4	–	TO REMAIN	N/A
35	UTILITY POLE	−33+44	343 RT	326.9	341.7	34:1 APPROACH	430.4	−88.7	–	TO REMAIN	N/A
36	UTILITY POLE	−33+09	402 RT	336.5	356.1	34:1 APPROACH	429.4	−73.3	–	TO REMAIN	N/A
37	UTILITY POLE	−32+57	497 RT	344.2	376.5	34:1 APPROACH	427.9	−51.4	–	TO REMAIN	N/A
38	TREES	−30+99	804 RT	358.0	410.6	34:1 APPROACH	423.2	−12.6	–	TO REMAIN	N/A
39	UTILITY POLE	−30+56	195 RT	316.8	350.7	34:1 APPROACH	422.0	−71.3	–	TO REMAIN	N/A
40	ROAD	−28+77	CL	288.4	303.4 *	34:1 APPROACH	416.7	−113.3	–	TO REMAIN	N/A
41	UTILITY POLE	−28+16	167 LT	285.2	316.8	34:1 APPROACH	414.9	−98.1	–	TO REMAIN	N/A
42	TREES	−25+53	579 RT	337.6	395.8	34:1 APPROACH	407.2	−11.4	–	TO REMAIN	N/A
43	ROAD	−22+84	873 LT	292.7	307.7 *	34:1 APPROACH	399.3	−91.6	–	TO REMAIN	N/A
44	LAKE	−20+00	CL	275.6	275.6	34:1 APPROACH	390.9	−115.3	–	TO REMAIN	N/A
45	ROAD	−18+34	805 RT	339.9	354.9 *	34:1 APPROACH	386.0	−31.1	–	TO REMAIN	N/A
46	TREES	−10+25	193 LT	287.9	359.0	34:1 APPROACH	362.2	−3.2	–	REMOVE	ULTIMATE
47	TREES	−10+18	585 LT	302.7	374.6	34:1 APPROACH	362.0	12.6	–	REMOVE	ULTIMATE
48	TREES	−9+68	108 RT	289.0	373.7	34:1 APPROACH	360.6	13.1	–	REMOVE	NEAR–TERM
49	TREES	−9+47	717 LT	317.0	383.4	7:1 TRANSITIONAL	366.4	17.0	–	REMOVE	ULTIMATE
50	TREES	−8+54	637 LT	317.6	389.5	34:1 APPROACH	357.2	32.3	–	REMOVE	NEAR–TERM
51	TREES	−7+24	308 RT	289.6	346.0	34:1 APPROACH	353.4	−7.4	–	REMOVE	ULTIMATE
52	TREES	−7+18	20 RT	288.9	363.5	34:1 APPROACH	353.2	10.3	–	REMOVE	NEAR–TERM
53	TREES	−7+04	119 LT	289.6	343.5	34:1 APPROACH	352.8	−9.3	–	REMOVE	ULTIMATE
54	TREES	−7+03	395 LT	308.8	385.4	34:1 APPROACH	352.8	32.6	–	REMOVE	NEAR–TERM
55	TREES	−5+81	17 RT	293.2	346.3	34:1 APPROACH	349.2	−2.9	–	REMOVE	ULTIMATE
56	TREES	−5+54	339 LT	311.3	383.5	34:1 APPROACH	348.4	35.1	–	REMOVE	NEAR–TERM
57	FENCE	−1+29	549 LT	302.1	312.1	34:1 APPROACH	335.9	−23.8	–	RELOCATE	ULTIMATE
58	TREES	−0+20	738 LT	313.5	397.9	7:1 TRANSITIONAL	362.0	35.9	–	REMOVE	NEAR–TERM
59	LUCILLE CREEK	2+00	494 RT	287.1	287.1	34:1 APPROACH	326.2	−39.1	–	TO REMAIN	N/A

NEAR–TERM TSS SURFACE 5 OBSTRUCTION TABLE (INNER PORTION RUNWAY 4)

ID	DESCRIPTION	STATION	OFFSET	GROUND ELEVATION	OBJECT ELEVATION	SURFACE PENETRATED	SURFACE ELEVATION	AMOUNT PENETRATED	AIRSPACE CASE No.	DISPOSITION	STAGE TO CORRECT
52	TREES	−7+18	20 RT	288.9	363.5	20:1 TSS	372.1	−8.6	–	REMOVE	NEAR–TERM
55	TREES	−5+81	17 RT	293.2	346.3	20:1 TSS	365.3	−19.0	–	REMOVE	ULTIMATE

NEAR–TERM TSS SURFACE 6 OBSTRUCTION TABLE (INNER PORTION RUNWAY 4)

ID	DESCRIPTION	STATION	OFFSET	GROUND ELEVATION	OBJECT ELEVATION	SURFACE PENETRATED	SURFACE ELEVATION	AMOUNT PENETRATED	AIRSPACE CASE No.	DISPOSITION	STAGE TO CORRECT
48	TREES	−9+68	108 RT	289.0	373.7	30:1 TSS	371.8	1.9	–	REMOVE	NEAR–TERM
52	TREES	−7+18	20 RT	288.9	363.5	30:1 TSS	363.5	0.0	–	REMOVE	NEAR–TERM

NEAR–TERM PAPI OCS OBSTRUCTION TABLE (INNER PORTION RUNWAY 4)

ID	DESCRIPTION	STATION	OFFSET	GROUND ELEVATION	OBJECT ELEVATION	SURFACE PENETRATED	SURFACE ELEVATION	AMOUNT PENETRATED	AIRSPACE CASE No.	DISPOSITION	STAGE TO CORRECT
48	TREES	−9+68	108 RT	289.0	373.7	2* PAPI OCS	378.4	−4.7	–	REMOVE	NEAR–TERM
52	TREES	−7+18	20 RT	288.9	363.5	2* PAPI OCS	369.6	−6.1	–	REMOVE	NEAR–TERM

* INCLUDES ASSUMED 15' HIGH OBJECT ABOVE THE ROAD.

NOTES:

1. OBJECTS WITHIN 20' OF A SURFACE ARE SHOWN.
2. SIGNIFICANT OBJECTS ARE SHOWN IN THE PART 77 INNER APPROACH OBSTRUCTION TABLE.

BY	DATE	REVISION

AIRPORT LAYOUT PLAN CONDITIONAL APPROVAL SUBJECT TO ALP APPROVAL LETTER DATED ____/____/____
FAA AIRSPACE REVIEW NUMBER:_____

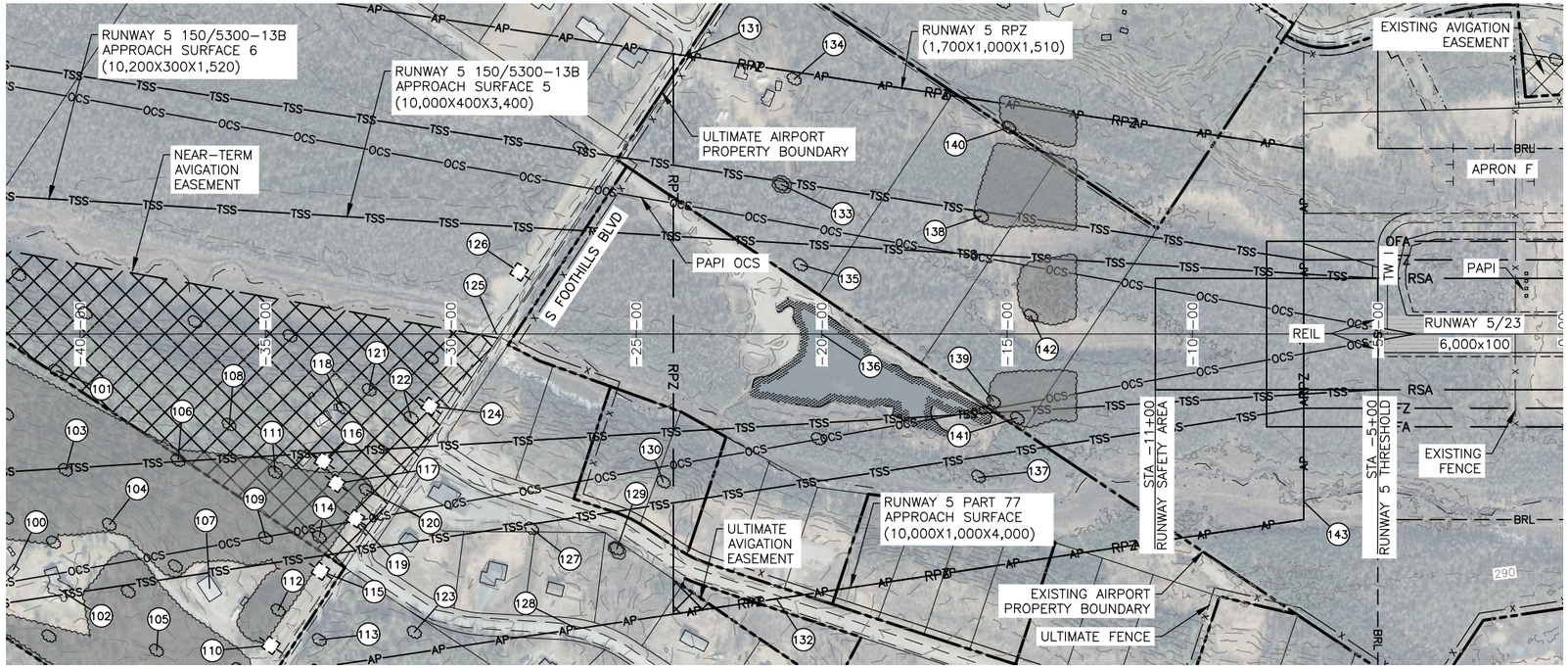
_____ DATE: _____
FAA, AIRPORTS DIVISION ALASKAN REGION, AAL-_____

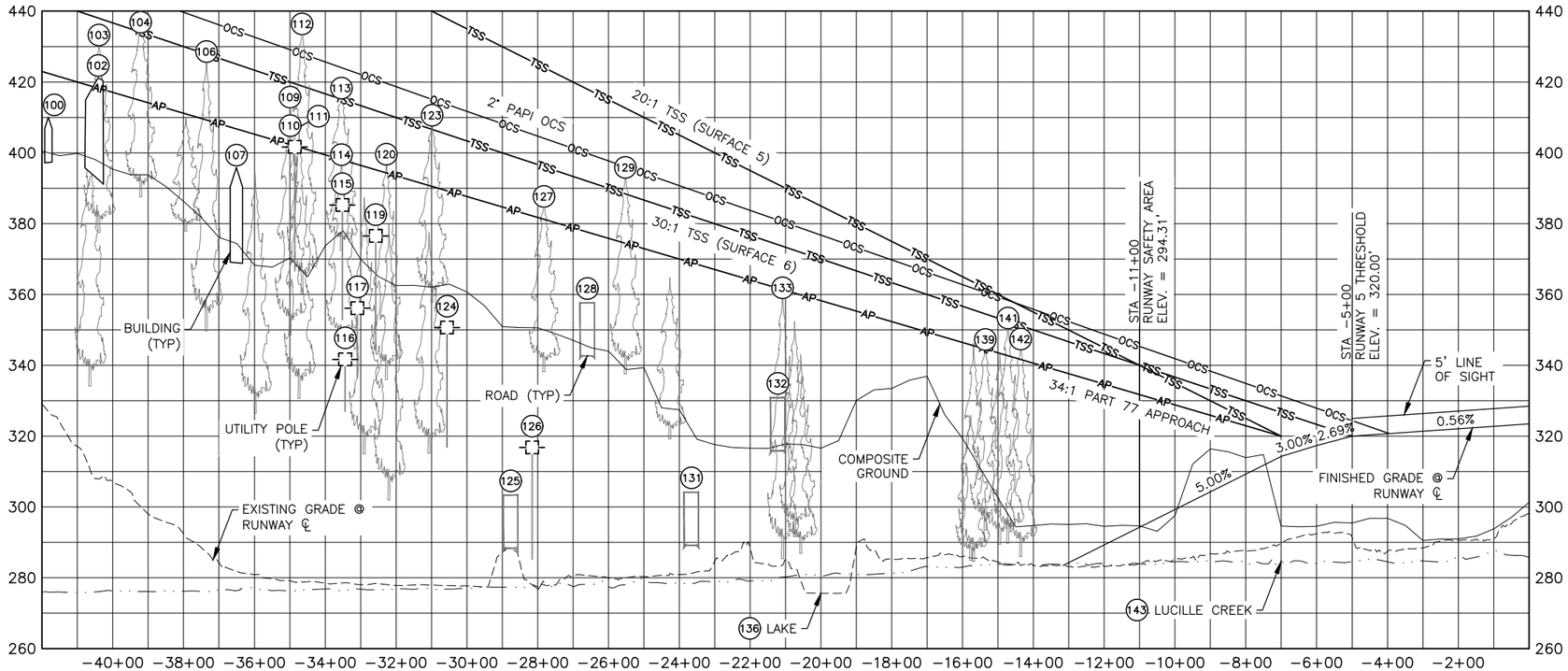
WASILLA AIRPORT
WASILLA, ALASKA
AIRPORT LAYOUT PLAN
NEAR-TERM RUNWAY 4
OBSTRUCTION TABLES

DATE: 12/02/2025
SHEET: 12 OF 34

Designed By: MRS
Drawn By: CNK
Checked By: MPM

Date Plotted: 12/02/2025, 10:26 AM
Layout Name: RW4 Near-Term Inner Approach Obstructions
File Name: H:\Jobs\20-024 Wasilla Airport Term (COW)\07 Master Plan\Task 18 - ALP\CAD\Drawings\ALP-1YS-10-13-Near-Term Runway 4-22 Inner Approach Drawing.dwg

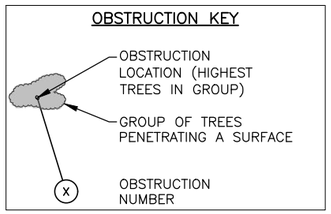


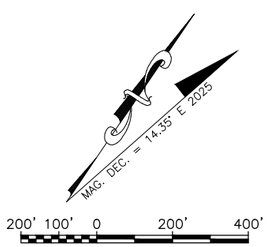


NOTES:

1. SEE SHEET 16 FOR OBSTRUCTION TABLES.
2. SEE SHEET 26 FOR ULTIMATE DEPARTURE SURFACES.
3. THRESHOLD SITING SURFACE CRITERIA (TSS) FOR RUNWAY 5/23 IS DEFINED PER AC 150/5300-13B, TABLE 3-4, SURFACES 5 AND 6, EXPECTED TO ACCOMMODATE APV INSTRUMENT APPROACHES.
4. REFER TO THE AIRPORT AIRSPACE DRAWING FOR OUTER APPROACH SURFACE PENETRATIONS.
5. ALL OBJECTS LABELED IN PLAN VIEW ARE LISTED ON OBSTRUCTION TABLES. PROFILE VIEW ONLY LABELS OBSTRUCTIONS THAT PENETRATE THE LOWEST SURFACE, ARE MAN MADE, OR ARE WATER BODIES, FOR CLARITY.

OBSTRUCTION KEY





VERTICAL SCALE RATIO: 10:1

BY	DATE	REVISION

AIRPORT LAYOUT PLAN CONDITIONAL APPROVAL SUBJECT TO ALP APPROVAL LETTER DATED ____/____/____
FAA AIRSPACE REVIEW NUMBER:_____

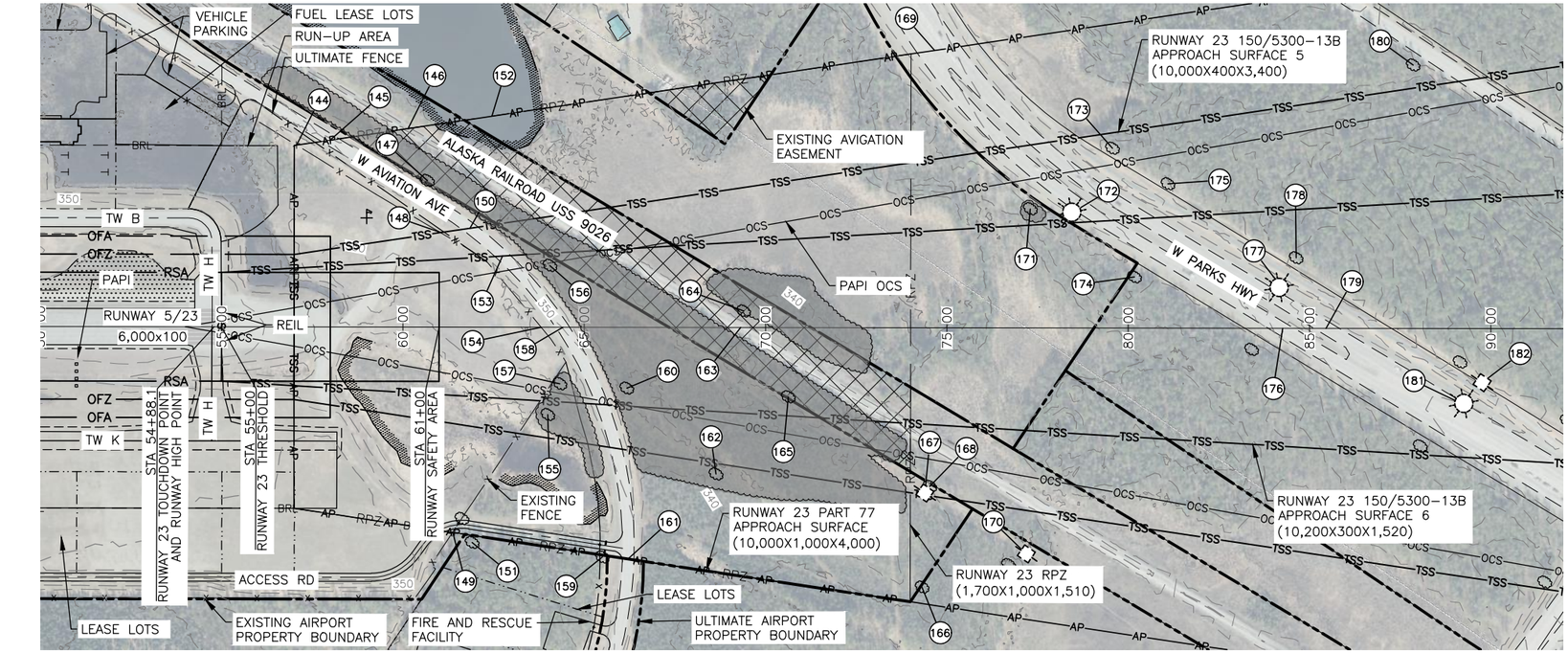
_____ DATE: _____
FAA, AIRPORTS DIVISION ALASKAN REGION, AAL-_____

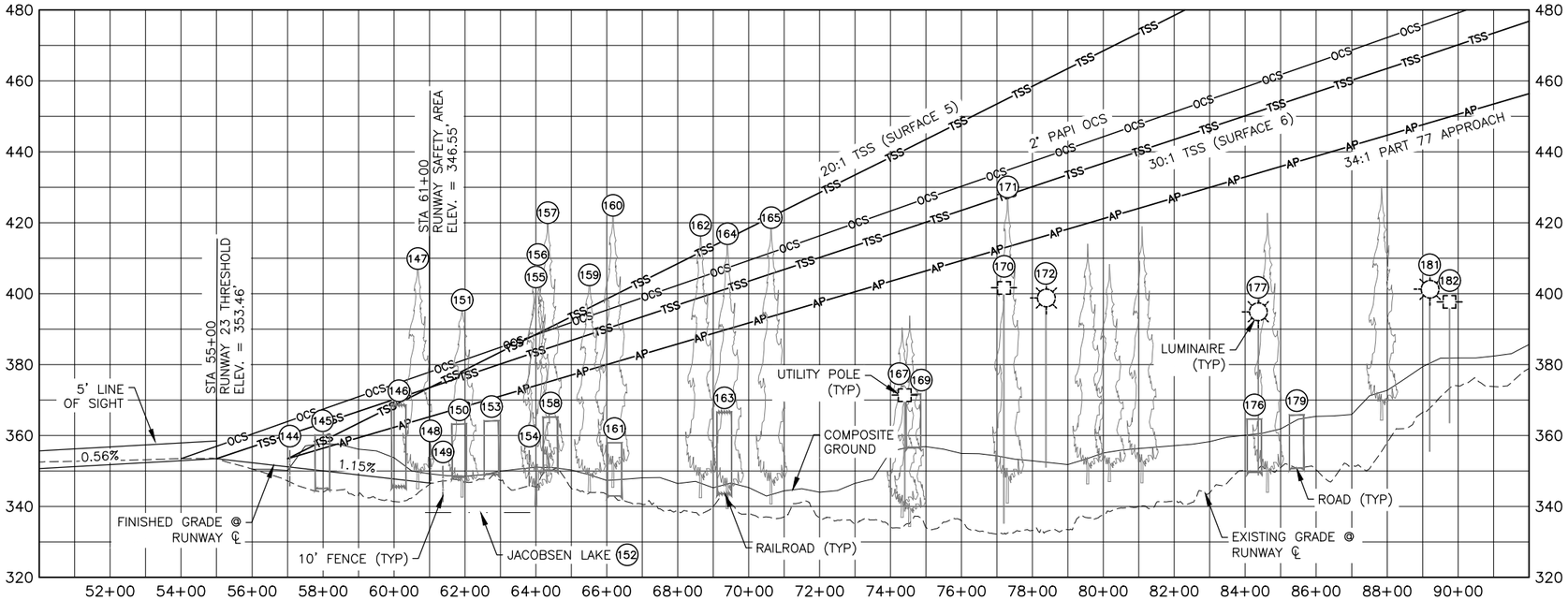
WASILLA AIRPORT
WASILLA, ALASKA
AIRPORT LAYOUT PLAN
ULTIMATE RUNWAY 5
INNER APPROACH DRAWING

DATE: 12/02/2025
SHEET: 14 OF 34

Designed By: MRS
Drawn By: CNK
Checked By: MPM

Date Plotted: 12/02/2025, 10:55 AM
Layout Name: RW5 Ultimate Inner Approach
File Name: H:\Jobs\20-024 Wasilla Airport Term (CRW)\07 Master Plan\Task 18 - ALP\CAD\Drawings\ALP-1YS-14-17-Ultimate Runway 5-23 Inner Approach Drawing.dwg

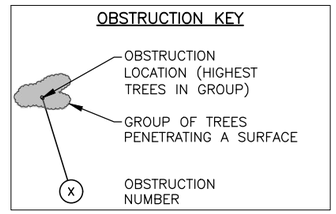


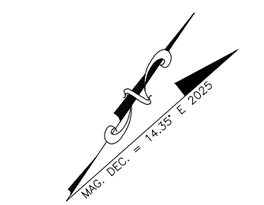


NOTES:

1. SEE SHEET 17 FOR OBSTRUCTION TABLES.
2. SEE SHEET 26 FOR ULTIMATE DEPARTURE SURFACES.
3. THRESHOLD SITING SURFACE CRITERIA (TSS) FOR RUNWAY 5/23 IS DEFINED PER AC 150/5300-13B, TABLE 3-4, SURFACES 5 AND 6, EXPECTED TO ACCOMMODATE APV INSTRUMENT APPROACHES.
4. REFER TO THE AIRPORT AIRSPACE DRAWING FOR OUTER APPROACH SURFACE PENETRATIONS.
5. ALL OBJECTS LABELED IN PLAN VIEW ARE LISTED ON OBSTRUCTION TABLES. PROFILE VIEW ONLY LABELS OBSTRUCTIONS THAT PENETRATE THE LOWEST SURFACE, ARE MAN MADE, OR ARE WATER BODIES, FOR CLARITY.

OBSTRUCTION KEY





200' 100' 0 200' 400'

VERTICAL SCALE RATIO: 10:1

BY	DATE	REVISION

AIRPORT LAYOUT PLAN CONDITIONAL APPROVAL SUBJECT TO ALP APPROVAL LETTER DATED ____/____/____
FAA AIRSPACE REVIEW NUMBER:_____

_____ DATE: _____
FAA, AIRPORTS DIVISION ALASKAN REGION, AAL- _____

WASILLA AIRPORT
WASILLA, ALASKA
AIRPORT LAYOUT PLAN
ULTIMATE RUNWAY 23
INNER APPROACH DRAWING

DATE: 12/02/2025
SHEET: 15 OF 34

Designed By: MRS
Drawn By: CNK
Checked By: MPM

Date Plotted: 12/02/2025, 10:55 AM
Layout Name: RW23 Ultimate Inner Approach
File Name: H:\Jobs\20-024 Wasilla Airport Term (CDW)\07 Master Plan\Task 18 - ALP\CAD\Drawings\ALP-11S-14-17-Ultimate Runway 5-23 Inner Approach Drawing.dwg

ULTIMATE PART 77 INNER APPROACH OBSTRUCTION TABLE (INNER PORTION RUNWAY 5)

ID	DESCRIPTION	STATION	OFFSET	GROUND ELEVATION	OBJECT ELEVATION	SURFACE PENETRATED	SURFACE ELEVATION	AMOUNT PENETRATED	AIRSPACE CASE No.	DISPOSITION	STAGE TO CORRECT
100	BUILDING	−41+79	635 RT	397.3	410.0	34:1 APPROACH	422.3	−12.3	–	TO REMAIN	N/A
101	TREES	−40+65	99 RT	334.1	402.6	34:1 APPROACH	419.0	−16.4	–	MITIGATE	N/A
102	BUILDING	−40+53	688 RT	391.2	421.2	34:1 APPROACH	418.6	2.6	–	MITIGATE	N/A
103	TREES	−40+39	366 RT	377.5	433.3	34:1 APPROACH	418.2	15.1	–	REMOVE	ULTIMATE
104	TREES	−39+22	514 RT	387.6	441.3	34:1 APPROACH	414.8	26.5	–	REMOVE	ULTIMATE
105	TREES	−37+94	853 RT	378.0	410.1	34:1 APPROACH	411.0	−0.9	–	REMOVE	ULTIMATE
106	TREES	−37+36	341 RT	349.9	428.5	34:1 APPROACH	409.3	19.2	–	REMOVE	ULTIMATE
107	BUILDING	−36+51	685 RT	368.8	395.8	34:1 APPROACH	406.8	−11.0	–	TO REMAIN	N/A
108	TREES	−35+98	244 RT	326.6	394.5	34:1 APPROACH	405.2	−10.7	–	MITIGATE	N/A
109	TREES	−34+99	549 RT	348.7	415.7	34:1 APPROACH	402.3	13.4	–	REMOVE	ULTIMATE
110	UTILITY POLE	−34+86	839 RT	366.6	401.7	34:1 APPROACH	401.9	−0.2	–	TO REMAIN	N/A
111	TREES	−34+74	373 RT	330.4	407.2	34:1 APPROACH	401.6	5.6	–	REMOVE	ULTIMATE
112	TREES	−34+66	744 RT	360.6	438.8	34:1 APPROACH	401.4	37.4	–	REMOVE	NEAR−TERM
113	TREES	−33+55	824 RT	372.8	418.3	34:1 APPROACH	398.1	20.2	–	TO REMAIN	N/A
114	TREES	−33+55	547 RT	345.5	399.4	34:1 APPROACH	398.1	1.3	–	REMOVE	ULTIMATE
115	UTILITY POLE	−33+52	639 RT	352.8	385.3	34:1 APPROACH	398.0	−12.7	–	TO REMAIN	N/A
116	UTILITY POLE	−33+44	343 RT	326.9	341.7	34:1 APPROACH	397.8	−56.1	–	TO REMAIN	N/A
117	UTILITY POLE	−33+09	402 RT	336.5	356.1	34:1 APPROACH	396.7	−40.6	–	TO REMAIN	N/A
118	TREES	−32+90	200 RT	315.4	387.4	34:1 APPROACH	396.2	−8.8	–	MITIGATE	N/A
119	UTILITY POLE	−32+57	497 RT	344.2	376.5	34:1 APPROACH	395.2	−18.7	–	TO REMAIN	N/A
120	TREES	−32+28	420 RT	336.3	399.5	34:1 APPROACH	394.4	5.1	–	REMOVE	ULTIMATE
121	TREES	−32+21	152 RT	302.8	379.9	34:1 APPROACH	394.1	−14.2	–	MITIGATE	N/A
122	TREES	−31+07	225 RT	315.5	377.6	34:1 APPROACH	390.8	−13.2	–	MITIGATE	N/A
123	TREES	−30+99	804 RT	358.0	410.6	34:1 APPROACH	390.6	20.0	–	TO REMAIN	N/A
124	UTILITY POLE	−30+56	195 RT	316.8	350.7	34:1 APPROACH	389.3	−38.6	–	TO REMAIN	N/A
125	ROAD	−28+77	CL	288.4	303.4 *	34:1 APPROACH	384.0	−80.6	–	TO REMAIN	N/A
126	UTILITY POLE	−28+16	167 LT	285.2	316.8	34:1 APPROACH	382.2	−65.4	–	TO REMAIN	N/A
127	TREES	−27+83	524 RT	337.9	387.6	34:1 APPROACH	381.3	6.3	–	TO REMAIN	N/A
128	ROAD	−26+60	794 RT	342.6	357.6 *	34:1 APPROACH	377.6	−20.0	–	TO REMAIN	N/A
129	TREES	−25+53	579 RT	337.5	395.8	34:1 APPROACH	374.5	21.3	–	TO REMAIN	N/A
130	TREES	−24+27	399 RT	319.6	364.8	34:1 APPROACH	370.8	−6.0	–	MITIGATE	N/A
131	ROAD	−23+66	750 LT	289.2	304.2 *	34:1 APPROACH	369.0	−64.8	–	TO REMAIN	N/A
132	ROAD	−21+22	713 RT	315.9	330.9 *	34:1 APPROACH	361.8	−30.9	–	TO REMAIN	N/A
133	TREES	−21+09	403 LT	285.1	361.9	34:1 APPROACH	361.4	0.5	–	REMOVE	ULTIMATE
134	TREES	−20+74	686 LT	291.6	352.4	34:1 APPROACH	360.4	−8.0	–	MITIGATE	N/A
135	TREES	−20+57	187 LT	286.9	343.1	34:1 APPROACH	359.9	−16.8	–	MITIGATE	N/A
136	LAKE	−20+00	CL	275.6	275.6	34:1 APPROACH	358.2	−82.6	–	TO REMAIN	N/A
137	TREES	−15+77	385 RT	285.0	325.9	34:1 APPROACH	345.8	−19.9	–	MITIGATE	N/A
138	TREES	−15+69	318 LT	284.8	346.2	34:1 APPROACH	345.6	0.6	–	REMOVE	ULTIMATE

ULTIMATE PART 77 INNER APPROACH OBSTRUCTION TABLE (INNER PORTION RUNWAY 5) (CONTINUED)

ID	DESCRIPTION	STATION	OFFSET	GROUND ELEVATION	OBJECT ELEVATION	SURFACE PENETRATED	SURFACE ELEVATION	AMOUNT PENETRATED	AIRSPACE CASE No.	DISPOSITION	STAGE TO CORRECT
139	TREES	−15+36	182 RT	293.5	347.3	34:1 APPROACH	344.6	2.7	–	REMOVE	ULTIMATE
140	TREES	−14+95	557 LT	290.2	343.3	34:1 APPROACH	343.4	−0.1	–	REMOVE	ULTIMATE
141	TREES	−14+73	226 RT	289.3	353.3	34:1 APPROACH	342.7	10.6	–	REMOVE	ULTIMATE
142	TREES	−14+36	49 LT	286.1	348.4	34:1 APPROACH	341.6	6.8	–	REMOVE	ULTIMATE
143	LUCILLE CREEK	−7+00	451 RT	284.5	284.5	34:1 APPROACH	320.0	−35.5	–	TO REMAIN	N/A

ULTIMATE TSS SURFACE 5 OBSTRUCTION TABLE (INNER PORTION RUNWAY 5)

ID	DESCRIPTION	STATION	OFFSET	GROUND ELEVATION	OBJECT ELEVATION	SURFACE PENETRATED	SURFACE ELEVATION	AMOUNT PENETRATED	AIRSPACE CASE No.	DISPOSITION	STAGE TO CORRECT
138	TREES	−15+69	318 LT	284.8	346.2	20:1 TSS	363.4	−17.2	–	REMOVE	ULTIMATE
139	TREES	−15+36	182 RT	293.5	347.3	20:1 TSS	361.8	−14.5	–	REMOVE	ULTIMATE
141	TREES	−14+73	226 RT	289.3	353.3	20:1 TSS	358.6	−5.3	–	REMOVE	ULTIMATE

ULTIMATE TSS SURFACE 6 OBSTRUCTION TABLE (INNER PORTION RUNWAY 5)

ID	DESCRIPTION	STATION	OFFSET	GROUND ELEVATION	OBJECT ELEVATION	SURFACE PENETRATED	SURFACE ELEVATION	AMOUNT PENETRATED	AIRSPACE CASE No.	DISPOSITION	STAGE TO CORRECT
103	TREES	−40+39	366 RT	377.5	433.3	30:1 TSS	438.0	−4.7	–	REMOVE	ULTIMATE
106	TREES	−37+36	341 RT	349.9	428.5	30:1 TSS	427.9	0.6	–	REMOVE	ULTIMATE
139	TREES	−15+36	182 RT	293.5	347.3	30:1 TSS	354.5	−7.2	–	REMOVE	ULTIMATE

ULTIMATE PAPI OCS OBSTRUCTION TABLE (INNER PORTION RUNWAY 5)

ID	DESCRIPTION	STATION	OFFSET	GROUND ELEVATION	OBJECT ELEVATION	SURFACE PENETRATED	SURFACE ELEVATION	AMOUNT PENETRATED	AIRSPACE CASE No.	DISPOSITION	STAGE TO CORRECT
103	TREES	−40+39	366 RT	377.5	433.3	2° PAPI OCS	448.0	−14.7	–	REMOVE	ULTIMATE
104	TREES	−39+22	514 RT	387.6	441.3	2° PAPI OCS	443.9	−2.6	–	REMOVE	ULTIMATE
106	TREES	−37+36	341 RT	349.9	428.5	2° PAPI OCS	437.4	−8.9	–	REMOVE	ULTIMATE
109	TREES	−34+99	549 RT	348.7	415.7	2° PAPI OCS	429.1	−13.4	–	REMOVE	ULTIMATE
139	TREES	−15+36	182 RT	293.5	347.3	2° PAPI OCS	360.6	−13.3	–	REMOVE	ULTIMATE

* INCLUDES ASSUMED 15' HIGH OBJECT ABOVE THE ROAD.

NOTES:

1. OBJECTS WITHIN 20' OF A SURFACE ARE SHOWN.
2. SIGNIFICANT OBJECTS ARE SHOWN IN THE PART 77 INNER APPROACH OBSTRUCTION TABLE.

BY	DATE	REVISION

AIRPORT LAYOUT PLAN CONDITIONAL APPROVAL SUBJECT TO ALP APPROVAL LETTER DATED ___/___/___
FAA AIRSPACE REVIEW NUMBER:_____

_____ DATE: _____
FAA, AIRPORTS DIVISION ALASKAN REGION, AAL-_____

WASILLA AIRPORT
WASILLA, ALASKA
AIRPORT LAYOUT PLAN
ULTIMATE RUNWAY 5
OBSTRUCTION TABLES

DATE: 12/02/2025
SHEET: 16 OF 34

Designed By: MRS
Drawn By: CNK
Checked By: MPM

Date Plotted: 12/02/2025, 10:47 AM
Layout Name: RWS Ultimate Inner Approach Obstructions
File Name: H:\Jobs\20-024 Wasilla Airport Term (COW)\07 Master Plan\Task 18 - ALP\CAD\Drawings\ALP-11S-14-17-Ultimate Runway 5-23 Inner Approach Drawing.dwg

ULTIMATE PART 77 INNER APPROACH OBSTRUCTION TABLE (INNER PORTION RUNWAY 23)

ID	DESCRIPTION	STATION	OFFSET	GROUND ELEVATION	OBJECT ELEVATION	SURFACE PENETRATED	SURFACE ELEVATION	AMOUNT PENETRATED	AIRSPACE CASE No.	DISPOSITION	STAGE TO CORRECT
144	FENCE	57+06	501 LT	345.8	355.8	34:1 APPROACH	353.6	2.2	–	RELOCATE	ULTIMATE
145	ROAD	57+98	515 LT	345.1	360.1 *	34:1 APPROACH	356.3	3.8	–	TO REMAIN	N/A
146	RAILROAD	60+14	547 LT	345.6	368.6 **	34:1 APPROACH	362.7	5.9	–	TO REMAIN	N/A
147	TREES	60+67	404 LT	345.0	409.9	34:1 APPROACH	364.3	45.6	–	REMOVE	EXISTING
149	FENCE	61+38	566 RT	341.3	351.3	34:1 APPROACH	366.3	−15.0	–	TO REMAIN	N/A
151	TREES	61+92	594 RT	342.5	398.2	7:1 TRANSITIONAL	370.8	27.4	–	TO REMAIN	N/A
152	JACOBSEN LAKE	62+45	582 LT	338.2	338.2	34:1 APPROACH	369.5	−31.3	–	TO REMAIN	N/A
154	FENCE	63+81	CL	345.8	355.8	34:1 APPROACH	373.5	−17.7	–	TO REMAIN	N/A
155	TREES	64+00	241 RT	340.4	409.8	34:1 APPROACH	374.1	35.7	–	REMOVE	EXISTING
156	TREES	64+05	170 LT	344.2	410.9	34:1 APPROACH	374.2	36.7	–	REMOVE	EXISTING
157	TREES	64+33	155 RT	348.6	422.8	34:1 APPROACH	375.0	47.8	–	REMOVE	EXISTING
158	ROAD	64+41	CL	350.1	365.1 *	34:1 APPROACH	375.3	−10.2	–	TO REMAIN	N/A
159	TREES	65+51	633 RT	343.8	405.2	7:1 TRANSITIONAL	379.3	25.9	–	TO REMAIN	N/A
160	TREES	66+18	168 RT	345.3	424.9	34:1 APPROACH	380.5	44.4	–	REMOVE	EXISTING
161	ROAD	66+22	638 RT	342.9	357.9 *	34:1 APPROACH	380.6	−22.7	–	TO REMAIN	N/A
162	TREES	68+64	404 RT	342.5	419.2	34:1 APPROACH	387.7	31.5	–	REMOVE	EXISTING
163	RAILROAD	69+32	CL	343.6	366.6 **	34:1 APPROACH	389.7	−23.1	–	TO REMAIN	N/A
164	TREES	69+40	45 LT	339.4	416.8	34:1 APPROACH	389.9	26.9	–	REMOVE	EXISTING
165	TREES	70+63	191 RT	340.5	421.3	34:1 APPROACH	393.6	27.7	–	REMOVE	EXISTING
166	TREES	74+33	715 RT	337.0	390.4	34:1 APPROACH	404.4	−14.0	–	TO REMAIN	N/A
167	UTILITY POLE	74+40	455 RT	338.6	371.4	34:1 APPROACH	404.6	−33.2	–	TO REMAIN	N/A
168	TREES	74+54	437 RT	334.4	393.7	34:1 APPROACH	405.1	−11.4	–	MITIGATE	N/A
169	ROAD	74+65	765 LT	356.6	371.6 *	34:1 APPROACH	405.4	−33.8	–	TO REMAIN	N/A
170	UTILITY POLE	77+19	623 RT	335.2	401.6	34:1 APPROACH	412.8	−11.2	–	TO REMAIN	N/A
171	TREES	77+30	328 LT	340.9	430.0	34:1 APPROACH	413.2	16.8	–	REMOVE	NEAR–TERM
172	LUMINAIRE	78+64	305 LT	351.0	398.8	34:1 APPROACH	417.1	−18.3	–	TO REMAIN	N/A
173	TREES	79+56	496 LT	346.5	413.9	34:1 APPROACH	419.8	−5.9	–	TO REMAIN	N/A
174	TREES	80+17	141 LT	346.7	408.2	34:1 APPROACH	421.6	−13.4	–	TO REMAIN	N/A
175	TREES	81+09	398 LT	346.7	418.9	34:1 APPROACH	424.3	−5.4	–	TO REMAIN	N/A
176	ROAD	84+26	CL	349.6	364.6 *	34:1 APPROACH	433.6	−69.0	–	TO REMAIN	N/A
177	LUMINAIRE	84+36	99 LT	348.8	394.8	34:1 APPROACH	433.9	−39.1	–	TO REMAIN	N/A
178	TREES	84+62	194 LT	344.4	422.7	34:1 APPROACH	434.7	−12.0	–	TO REMAIN	N/A
179	ROAD	85+45	CL	350.8	365.8 *	34:1 APPROACH	437.1	−71.3	–	TO REMAIN	N/A
180	TREES	87+85	726 LT	364.4	430.2	34:1 APPROACH	444.2	−14.0	–	TO REMAIN	N/A
181	LUMINAIRE	89+46	220 RT	355.4	401.2	34:1 APPROACH	448.9	−47.7	–	TO REMAIN	N/A
182	UTILITY POLE	89+76	149 RT	363.5	397.7	34:1 APPROACH	449.8	−52.1	–	TO REMAIN	N/A

ULTIMATE TSS SURFACE 5 OBSTRUCTION TABLE (INNER PORTION RUNWAY 23)

ID	DESCRIPTION	STATION	OFFSET	GROUND ELEVATION	OBJECT ELEVATION	SURFACE PENETRATED	SURFACE ELEVATION	AMOUNT PENETRATED	AIRSPACE CASE No.	DISPOSITION	STAGE TO CORRECT
148	FENCE	61+03	261 LT	347.3	357.3	20:1 TSS	373.6	−16.3	–	TO REMAIN	N/A
150	ROAD	61+84	273 LT	348.2	363.2 *	20:1 TSS	377.7	−14.5	–	TO REMAIN	N/A
155	TREES	64+00	241 RT	340.4	409.8	20:1 TSS	388.5	21.3	–	REMOVE	EXISTING
156	TREES	64+05	170 LT	344.2	410.9	20:1 TSS	388.7	22.2	–	REMOVE	EXISTING
157	TREES	64+33	155 RT	348.6	422.8	20:1 TSS	390.1	32.7	–	REMOVE	EXISTING
160	TREES	66+18	168 RT	345.3	424.9	20:1 TSS	399.4	25.5	–	REMOVE	EXISTING
164	TREES	69+40	45 LT	339.4	416.8	20:1 TSS	415.5	1.3	–	REMOVE	EXISTING
165	TREES	70+63	191 RT	340.5	421.3	20:1 TSS	421.6	−0.3	–	REMOVE	EXISTING

ULTIMATE TSS SURFACE 6 OBSTRUCTION TABLE (INNER PORTION RUNWAY 23)

ID	DESCRIPTION	STATION	OFFSET	GROUND ELEVATION	OBJECT ELEVATION	SURFACE PENETRATED	SURFACE ELEVATION	AMOUNT PENETRATED	AIRSPACE CASE No.	DISPOSITION	STAGE TO CORRECT
153	ROAD	62+75	196 LT	349.1	364.1 *	30:1 TSS	379.3	−15.2	–	TO REMAIN	N/A
156	TREES	64+05	170 LT	344.2	410.9	30:1 TSS	383.6	27.3	–	REMOVE	EXISTING
157	TREES	64+33	155 RT	348.6	422.8	30:1 TSS	384.6	38.2	–	REMOVE	EXISTING
158	ROAD	64+41	CL	350.1	365.1 *	30:1 TSS	384.8	−19.7	–	TO REMAIN	N/A
160	TREES	66+18	168 RT	345.3	424.9	30:1 TSS	390.7	34.2	–	REMOVE	EXISTING
164	TREES	69+40	45 LT	339.4	416.8	30:1 TSS	401.5	15.3	–	REMOVE	EXISTING
165	TREES	70+63	191 RT	340.5	421.3	30:1 TSS	405.6	15.7	–	REMOVE	EXISTING

ULTIMATE PAPI OCS OBSTRUCTION TABLE (INNER PORTION RUNWAY 23)

ID	DESCRIPTION	STATION	OFFSET	GROUND ELEVATION	OBJECT ELEVATION	SURFACE PENETRATED	SURFACE ELEVATION	AMOUNT PENETRATED	AIRSPACE CASE No.	DISPOSITION	STAGE TO CORRECT
156	TREES	64+05	170 LT	344.2	410.9	2* PAPI OCS	388.5	22.4	–	REMOVE	EXISTING
157	TREES	64+33	155 RT	348.6	422.8	2* PAPI OCS	389.5	33.3	–	REMOVE	EXISTING
160	TREES	66+18	168 RT	345.3	424.9	2* PAPI OCS	396.0	28.9	–	REMOVE	EXISTING
164	TREES	69+40	45 LT	339.4	416.8	2* PAPI OCS	407.2	9.6	–	REMOVE	EXISTING
165	TREES	70+63	191 RT	340.5	421.3	2* PAPI OCS	411.5	9.8	–	REMOVE	EXISTING
171	TREES	77+30	328 LT	340.9	430.0	2* PAPI OCS	434.8	−4.8	–	REMOVE	NEAR–TERM

* INCLUDES ASSUMED 15' HIGH OBJECT ABOVE THE ROAD.
** INCLUDES ASSUMED 23' HIGH OBJECT ABOVE RAILWAY.

NOTES:

1. OBJECTS WITHIN 20' OF A SURFACE ARE SHOWN.
2. SIGNIFICANT OBJECTS ARE SHOWN IN THE PART 77 INNER APPROACH OBSTRUCTION TABLE.

BY	DATE	REVISION

AIRPORT LAYOUT PLAN CONDITIONAL APPROVAL SUBJECT TO ALP APPROVAL LETTER DATED ___/___/___
FAA AIRSPACE REVIEW NUMBER:_____

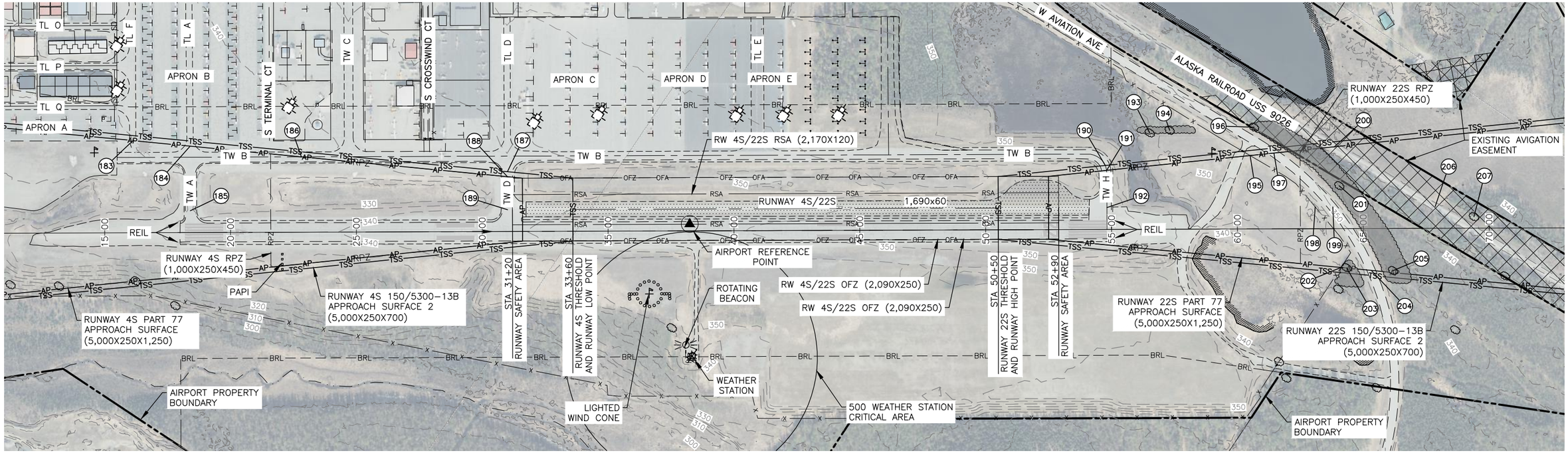
_____ DATE: _____
FAA, AIRPORTS DIVISION ALASKAN REGION, AAL-_____

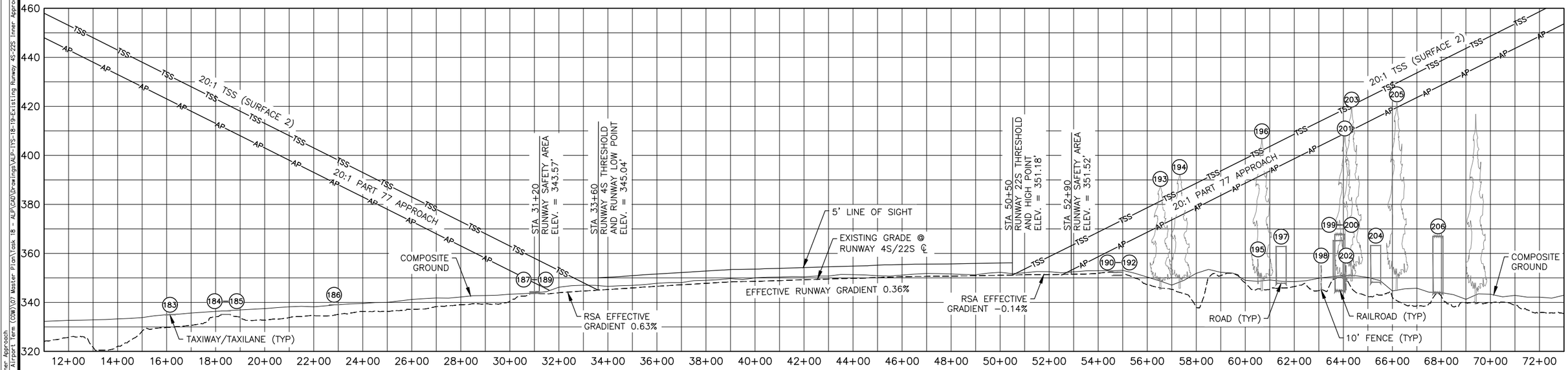
WASILLA AIRPORT
WASILLA, ALASKA
AIRPORT LAYOUT PLAN
ULTIMATE RUNWAY 23
OBSTRUCTION TABLES

DATE: 12/02/2025
SHEET: 17 OF 34

Designed By: MRS
Drawn By: CNK
Checked By: MPM

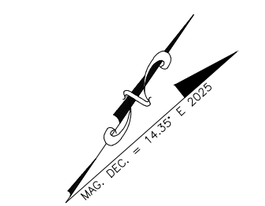
Date Plotted: 12/02/2025, 10:47 AM
Layout Name: RW22 Ultimate Inner Approach Obstructions
File Name: H:\Jobs\20-024 Wasilla Airport Term (COW)\07 Master Plan\Task 18 - ALP\CAD\Drawings\ALP-11S-14-17-Ultimate Runway 5-23 Inner Approach Drawing.dwg





NOTES:

1. SEE SHEET 19 FOR OBSTRUCTION TABLES.
2. THRESHOLD SITING SURFACE CRITERIA (TSS) FOR RUNWAY 4S/22S IS DEFINED PER AC 150/5300-13B, TABLE 3-2, SURFACE 2, EXPECTED TO ACCOMMODATE VISUAL APPROACHES.
3. REFER TO THE AIRPORT AIRSPACE DRAWING FOR OUTER APPROACH SURFACE PENETRATIONS.
4. ALL OBJECTS LABELED IN PLAN VIEW ARE LISTED ON OBSTRUCTION TABLES. PROFILE VIEW ONLY LABELS OBSTRUCTIONS THAT PENETRATE THE LOWEST SURFACE, ARE MAN MADE, OR ARE WATER BODIES, FOR CLARITY.



200' 100' 0 200' 400'

VERTICAL SCALE RATIO: 10:1

BY	DATE	REVISION

AIRPORT LAYOUT PLAN CONDITIONAL APPROVAL SUBJECT TO ALP APPROVAL LETTER DATED ____/____/____
FAA AIRSPACE REVIEW NUMBER:_____

_____ DATE: _____
FAA, AIRPORTS DIVISION ALASKAN REGION, AAL- _____

WASILLA AIRPORT
WASILLA, ALASKA
AIRPORT LAYOUT PLAN
EXISTING RUNWAY 4S/22S
INNER APPROACH DRAWING

DATE: 12/02/2025
SHEET: 18 OF 34

Designed By: MRS
Drawn By: CNK
Checked By: MPM

Date Plotted: 12/02/2025, 10:59 AM
Layout Name: RW 04S-22S Existing Inner Approach
File Name: H:\Jobs\20-024 Wasilla Airport Term (CSW)\07 Master Plan\Task 18 - ALP\CAD\Drawings\ALP-1YS-18-19-Existing Runway 4S-22S Inner Approach Drawing.dwg

EXISTING PART 77 INNER APPROACH OBSTRUCTION TABLE (INNER PORTION RUNWAY 4S)

ID	DESCRIPTION	STATION	OFFSET	GROUND ELEVATION	OBJECT ELEVATION	SURFACE PENETRATED	SURFACE ELEVATION	AMOUNT PENETRATED	AIRSPACE CASE No.	DISPOSITION	STAGE TO CORRECT
183	TAXILANE	16+13	366 LT	335.0	335.0	20:1 APPROACH	422.4	−87.4	–	TO REMAIN	N/A
184	TAXILANE	18+40	344 LT	336.5	336.5	20:1 APPROACH	411.0	−74.5	–	TO REMAIN	N/A
185	TAXIWAY	18+41	87 LT	335.2	335.2	20:1 APPROACH	411.0	−75.8	–	TO REMAIN	N/A
186	TAXIWAY	22+82	299 LT	339.1	339.1	20:1 APPROACH	388.9	−49.8	–	TO REMAIN	N/A
188	TAXIWAY	31+01	218 LT	344.2	344.2	20:1 APPROACH	348.0	−3.8	–	TO REMAIN	N/A
189	TAXIWAY	31+01	87 LT	343.7	343.7	20:1 APPROACH	348.0	−4.3	–	TO REMAIN	N/A

EXISTING TSS SURFACE 2 OBSTRUCTION TABLE (INNER PORTION RUNWAY 4S)

ID	DESCRIPTION	STATION	OFFSET	GROUND ELEVATION	OBJECT ELEVATION	SURFACE PENETRATED	SURFACE ELEVATION	AMOUNT PENETRATED	AIRSPACE CASE No.	DISPOSITION	STAGE TO CORRECT
187	TAXIWAY	31+01	238 LT	344.4	344.4	20:1 APPROACH	358.0	−13.6	–	TO REMAIN	N/A
189	TAXIWAY	31+01	87 LT	343.7	343.7	20:1 APPROACH	358.0	−14.3	–	TO REMAIN	N/A

EXISTING PART 77 INNER APPROACH OBSTRUCTION TABLE (INNER PORTION RUNWAY 22S)

ID	DESCRIPTION	STATION	OFFSET	GROUND ELEVATION	OBJECT ELEVATION	SURFACE PENETRATED	SURFACE ELEVATION	AMOUNT PENETRATED	AIRSPACE CASE No.	DISPOSITION	STAGE TO CORRECT
191	TAXIWAY	54+81	235 LT	351.2	351.2	20:1 APPROACH	362.7	−11.5	–	TO REMAIN	N/A
192	TAXIWAY	54+82	87 LT	352.3	352.3	20:1 APPROACH	362.8	−10.5	–	TO REMAIN	N/A
193	TREES	56+53	382 LT	345.4	390.4	7:1 TRANSITIONAL	390.0	0.4	–	REMOVE	EXISTING
194	TREES	57+32	393 LT	345.8	395.3	7:1 TRANSITIONAL	394.3	1.0	–	REMOVE	EXISTING
195	FENCE	60+51	292 LT	347.6	357.6	20:1 APPROACH	391.2	−33.6	–	TO REMAIN	N/A
196	TREES	60+67	404 LT	345.00	409.9	7:1 TRANSITIONAL	407.8	2.1	–	REMOVE	EXISTING
197	ROAD	61+46	301 LT	347.8	362.8 *	20:1 APPROACH	396.0	−33.2	–	TO REMAIN	N/A
198	FENCE	63+10	87 LT	345.1	355.1	20:1 APPROACH	404.2	−49.1	–	TO REMAIN	N/A
199	ROAD	63+79	87 LT	350.2	365.2 *	20:1 APPROACH	407.6	−42.4	–	TO REMAIN	N/A
200	RAILROAD	63+86	325 LT	344.8	367.8 **	20:1 APPROACH	408.0	−40.2	–	TO REMAIN	N/A
201	TREES	64+05	170 LT	344.2	410.9	20:1 APPROACH	408.9	2.0	–	REMOVE	EXISTING
202	FENCE	64+11	155 RT	345.1	355.1	20:1 APPROACH	409.2	−54.1	–	TO REMAIN	N/A
203	TREES	64+33	155 RT	348.6	422.8	20:1 APPROACH	410.3	12.5	–	REMOVE	EXISTING
204	ROAD	65+32	167 RT	348.2	363.2 *	20:1 APPROACH	415.3	−52.1	–	TO REMAIN	N/A
205	TREES	66+18	168 RT	345.3	424.9	20:1 APPROACH	419.6	5.3	–	REMOVE	EXISTING
206	RAILROAD	67+86	87 LT	344.0	367.0 **	20:1 APPROACH	428.0	−61.0	–	TO REMAIN	N/A
207	TREES	69+40	45 LT	339.4	416.8	20:1 APPROACH	435.7	−18.9	–	REMOVE	EXISTING

EXISTING TSS SURFACE 2 OBSTRUCTION TABLE (INNER PORTION RUNWAY 22S)

ID	DESCRIPTION	STATION	OFFSET	GROUND ELEVATION	OBJECT ELEVATION	SURFACE PENETRATED	SURFACE ELEVATION	AMOUNT PENETRATED	AIRSPACE CASE No.	DISPOSITION	STAGE TO CORRECT
190	TAXIWAY	54+76	254 LT	351.0	351.0	20:1 APPROACH	372.5	−21.5	–	TO REMAIN	N/A
192	TAXIWAY	54+82	87 LT	352.3	352.3	20:1 APPROACH	372.8	−20.5	–	TO REMAIN	N/A
201	TREES	64+05	170 LT	344.2	410.9	20:1 APPROACH	418.9	−8.0	–	REMOVE	EXISTING
203	TREES	64+33	155 RT	348.6	422.8	20:1 APPROACH	420.3	2.5	–	REMOVE	EXISTING
205	TREES	66+18	168 RT	345.3	424.9	20:1 APPROACH	429.6	−4.7	–	REMOVE	EXISTING

* INCLUDES ASSUMED 15' HIGH OBJECT ABOVE THE ROAD.
** INCLUDES ASSUMED 23' HIGH OBJECT ABOVE RAILWAY.

BY	DATE	REVISION

AIRPORT LAYOUT PLAN CONDITIONAL APPROVAL SUBJECT TO ALP APPROVAL LETTER DATED ___/___/___
FAA AIRSPACE REVIEW NUMBER:_____

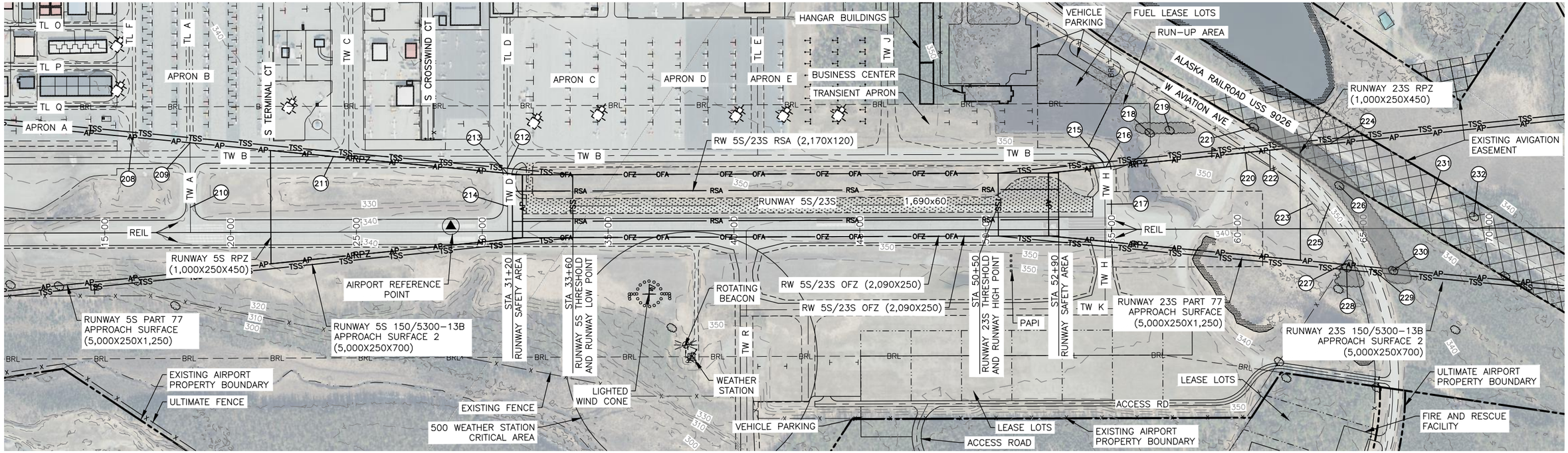
_____ DATE: _____
FAA, AIRPORTS DIVISION ALASKAN REGION, AAL-_____

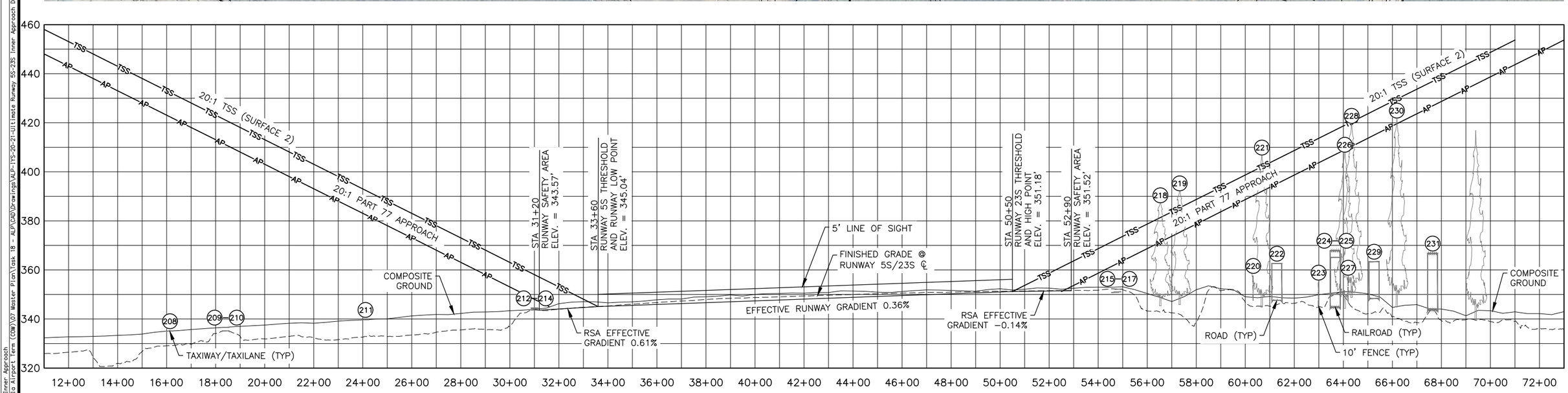
WASILLA AIRPORT
WASILLA, ALASKA
AIRPORT LAYOUT PLAN
EXISTING RUNWAY 4S/22S
OBSTRUCTION TABLES

DATE: 12/02/2025
SHEET: 19 OF 34

Designed By: MRS
Drawn By: CNK
Checked By: MPM

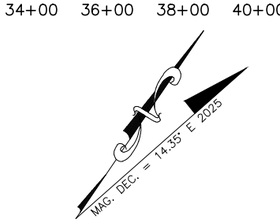
Date Plotted: 12/02/2025, 11:00 AM
Layout Name: RW 04S-22S Existing Inner Approach Obstructions
File Name: H:\Jobs\20-024 Wasilla Airport Term (CUW)\07 Master Plan\Task 18 - ALP\CAD\Drawings\ALP-11S-18-19-Existing Runway 4S-22S Inner Approach Drawing.dwg





NOTES:

1. SEE SHEET 21 FOR OBSTRUCTION TABLES.
2. THRESHOLD SITING SURFACE CRITERIA (TSS) FOR RUNWAY 5S/23S IS DEFINED PER AC 150/5300-13B, TABLE 3-2, SURFACE 2, EXPECTED TO ACCOMMODATE VISUAL APPROACHES.
3. REFER TO THE AIRPORT AIRSPACE DRAWING FOR OUTER APPROACH SURFACE PENETRATIONS.
4. ALL OBJECTS LABELED IN PLAN VIEW ARE LISTED ON OBSTRUCTION TABLES. PROFILE VIEW ONLY LABELS OBSTRUCTIONS THAT PENETRATE THE LOWEST SURFACE, ARE MAN MADE, OR ARE WATER BODIES, FOR CLARITY.



200' 100' 0 200' 400'

VERTICAL SCALE RATIO: 10:1

BY	DATE	REVISION

AIRPORT LAYOUT PLAN CONDITIONAL APPROVAL SUBJECT TO
ALP APPROVAL LETTER DATED ____/____/____
FAA AIRSPACE REVIEW NUMBER:_____

_____ DATE: _____
FAA, AIRPORTS DIVISION ALASKAN REGION, AAL-_____

WASILLA AIRPORT
WASILLA, ALASKA
AIRPORT LAYOUT PLAN
ULTIMATE RUNWAY 5S/23S
INNER APPROACH DRAWING

DATE: 12/02/2025
SHEET: 20 OF 34

Designed By: MRS
Drawn By: CNK
Checked By: MPM

Date Plotted: 12/02/2025, 11:02 AM
Layout Name: RW 05S-23S Ultimate Inner Approach
File Name: H:\Jobs\20-024 Wasilla Airport Term (CDW)\07 Master Plan\Task 18 - ALP\CAD\Drawings\ALP-11S-20-21-Ultimate Runway 5S-23S Inner Approach Drawing.dwg

ULTIMATE PART 77 INNER APPROACH OBSTRUCTION TABLE (INNER PORTION RUNWAY 5S)

ID	DESCRIPTION	STATION	OFFSET	GROUND ELEVATION	OBJECT ELEVATION	SURFACE PENETRATED	SURFACE ELEVATION	AMOUNT PENETRATED	AIRSPACE CASE No.	DISPOSITION	STAGE TO CORRECT
208	TAXILANE	16+12	380 LT	335.0	335.0	20:1 APPROACH	422.4	−87.4	–	TO REMAIN	N/A
209	TAXILANE	18+40	357 LT	336.6	336.6	20:1 APPROACH	411.0	−74.4	–	TO REMAIN	N/A
210	TAXIWAY	18+41	100 LT	335.2	335.2	20:1 APPROACH	411.0	−75.8	–	TO REMAIN	N/A
211	TAXIWAY	24+10	300 LT	339.7	339.7	20:1 APPROACH	382.5	−42.8	–	TO REMAIN	N/A
213	TAXIWAY	31+01	231 LT	344.3	344.3	20:1 APPROACH	348.0	−3.7	–	TO REMAIN	N/A
214	TAXIWAY	31+01	100 LT	343.7	343.7	20:1 APPROACH	348.0	−4.3	–	TO REMAIN	N/A

ULTIMATE TSS SURFACE 2 OBSTRUCTION TABLE (INNER PORTION RUNWAY 5S)

ID	DESCRIPTION	STATION	OFFSET	GROUND ELEVATION	OBJECT ELEVATION	SURFACE PENETRATED	SURFACE ELEVATION	AMOUNT PENETRATED	AIRSPACE CASE No.	DISPOSITION	STAGE TO CORRECT
212	TAXIWAY	31+01	251 LT	344.5	344.5	20:1 APPROACH	358.0	−13.5	–	TO REMAIN	N/A
214	TAXIWAY	31+01	100 LT	343.7	343.7	20:1 APPROACH	358.0	−14.3	–	TO REMAIN	N/A

ULTIMATE PART 77 INNER APPROACH OBSTRUCTION TABLE (INNER PORTION RUNWAY 23S)

ID	DESCRIPTION	STATION	OFFSET	GROUND ELEVATION	OBJECT ELEVATION	SURFACE PENETRATED	SURFACE ELEVATION	AMOUNT PENETRATED	AIRSPACE CASE No.	DISPOSITION	STAGE TO CORRECT
216	TAXIWAY	54+78	248 LT	351.0	351.0	20:1 APPROACH	362.6	−11.6	–	TO REMAIN	N/A
217	TAXIWAY	54+82	100 LT	352.1	352.1	20:1 APPROACH	362.8	−10.7	–	TO REMAIN	N/A
218	TREES	56+53	382 LT	345.4	390.4	7:1 TRANSITIONAL	388.0	2.4	–	REMOVE	EXISTING
219	TREES	57+32	393 LT	345.8	395.3	7:1 TRANSITIONAL	392.3	3.0	–	REMOVE	EXISTING
220	FENCE	60+32	303 LT	347.5	357.5	20:1 APPROACH	390.3	−32.8	–	TO REMAIN	N/A
221	TREES	60+67	404 LT	345.00	409.9	7:1 TRANSITIONAL	405.9	4.0	–	REMOVE	EXISTING
222	ROAD	61+29	313 LT	347.7	362.7 *	20:1 APPROACH	395.1	−32.4	–	TO REMAIN	N/A
223	FENCE	62+98	100 LT	344.8	354.8	20:1 APPROACH	403.6	−48.8	–	TO REMAIN	N/A
224	RAILROAD	63+66	337 LT	344.8	367.8 **	20:1 APPROACH	407.0	−39.2	–	TO REMAIN	N/A
225	ROAD	63+68	100 LT	350.1	365.1 *	20:1 APPROACH	407.1	−42.0	–	TO REMAIN	N/A
226	TREES	64+05	170 LT	344.2	410.9	20:1 APPROACH	408.9	2.0	–	REMOVE	EXISTING
227	FENCE	64+19	142 RT	346.8	356.8	20:1 APPROACH	409.6	−52.8	–	TO REMAIN	N/A
228	TREES	64+33	155 RT	348.6	422.8	7:1 TRANSITIONAL	412.1	10.7	–	REMOVE	EXISTING
229	ROAD	65+25	153 RT	348.3	363.3 *	20:1 APPROACH	414.9	−51.6	–	TO REMAIN	N/A
230	TREES	66+18	168 RT	345.3	424.9	20:1 APPROACH	419.6	5.3	–	REMOVE	EXISTING
231	RAILROAD	67+64	100 LT	343.7	366.7 **	20:1 APPROACH	426.9	−60.2	–	TO REMAIN	N/A
232	TREES	69+40	45 LT	339.4	416.8	20:1 APPROACH	435.7	−18.9	–	REMOVE	EXISTING

ULTIMATE TSS SURFACE 2 OBSTRUCTION TABLE (INNER PORTION RUNWAY 23S)

ID	DESCRIPTION	STATION	OFFSET	GROUND ELEVATION	OBJECT ELEVATION	SURFACE PENETRATED	SURFACE ELEVATION	AMOUNT PENETRATED	AIRSPACE CASE No.	DISPOSITION	STAGE TO CORRECT
215	TAXIWAY	54+69	267 LT	350.9	350.9	20:1 APPROACH	372.1	−21.2	–	TO REMAIN	N/A
217	TAXIWAY	54+82	100 LT	352.1	352.1	20:1 APPROACH	372.8	−20.7	–	TO REMAIN	N/A
226	TREES	64+05	170 LT	344.2	410.9	20:1 APPROACH	418.9	−8.0	–	REMOVE	EXISTING
228	TREES	64+33	155 RT	348.6	422.8	20:1 APPROACH	420.3	2.5	–	REMOVE	EXISTING
230	TREES	66+18	168 RT	345.3	424.9	20:1 APPROACH	429.6	−4.7	–	REMOVE	EXISTING

* INCLUDES ASSUMED 15' HIGH OBJECT ABOVE THE ROAD.
** INCLUDES ASSUMED 23' HIGH OBJECT ABOVE RAILWAY.

BY	DATE	REVISION

AIRPORT LAYOUT PLAN CONDITIONAL APPROVAL SUBJECT TO ALP APPROVAL LETTER DATED ___/___/___
FAA AIRSPACE REVIEW NUMBER:_____

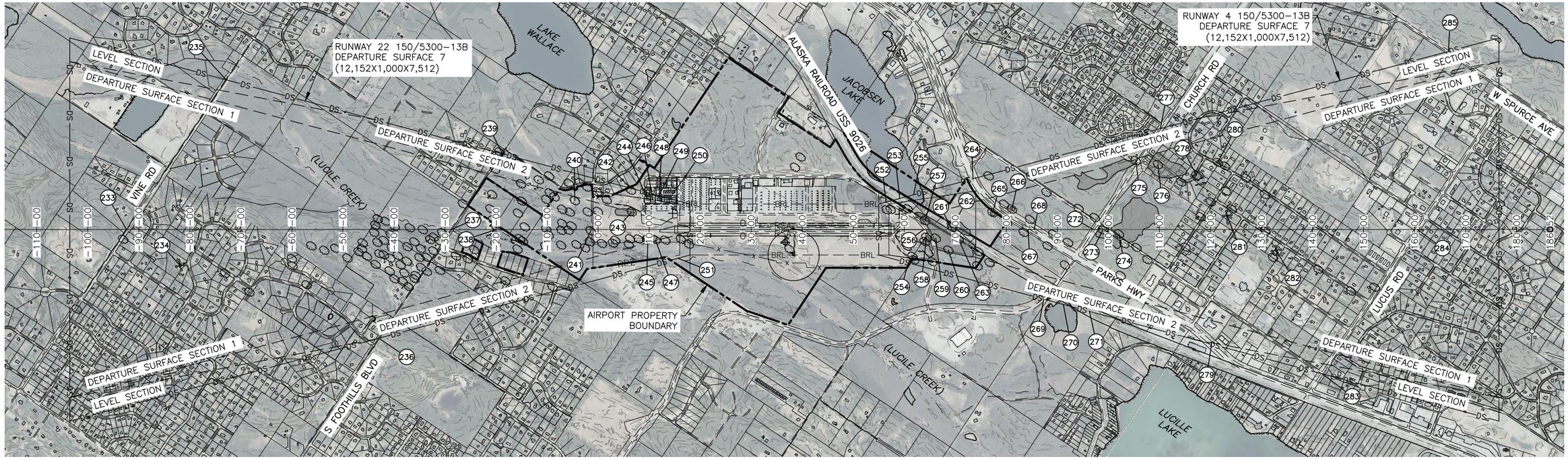
_____ DATE: _____
FAA, AIRPORTS DIVISION ALASKAN REGION, AAL-_____

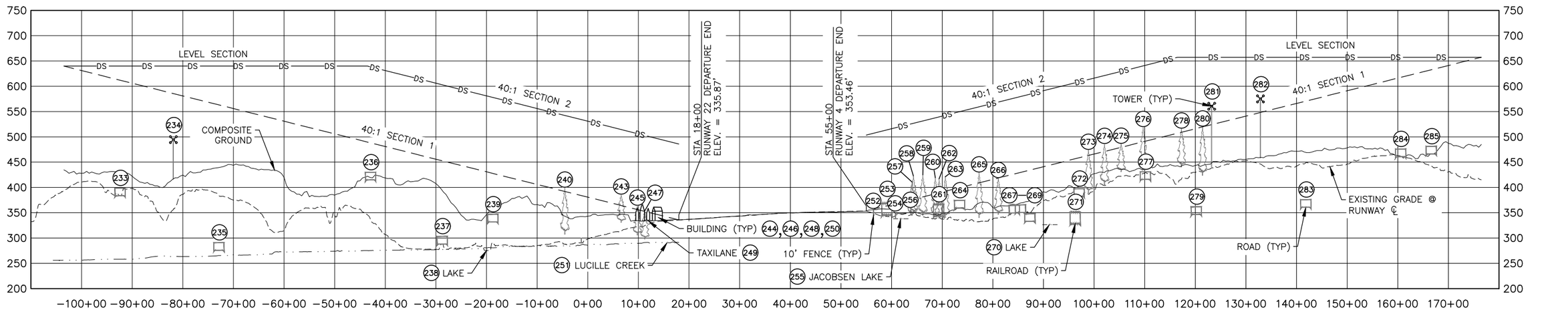
WASILLA AIRPORT
WASILLA, ALASKA
AIRPORT LAYOUT PLAN
ULTIMATE RUNWAY 5S/23S
OBSTRUCTION TABLES

DATE: 12/02/2025
SHEET: 21 OF 34

Designed By: MRS
Drawn By: CNK
Checked By: MPM

Date Plotted: 12/02/2025, 11:03 AM
Layout Name: RW 05S-23S Ultimate Inner Approach Obstructions
File Name: H:\Jobs\20-024 Wasilla Airport Term (CMW)\07 Master Plan\Task 18 - ALP\CAD\Drawings\ALP-11S-20-21-Ultimate Runway 5S-23S Inner Approach Drawing.dwg





NOTES:

1. SEE SHEET 23 FOR CLEARANCE TABLES.
2. DEPARTURE SURFACE CRITERIA FOR RUNWAY 4/22 IS DEFINED PER AC 150/5300-13B, TABLE 3-5, SURFACE 7, EXPECTED TO ACCOMMODATE INSTRUMENT DEPARTURES.
3. REFER TO THE AIRPORT AIRSPACE DRAWING FOR OUTER APPROACH SURFACE PENETRATIONS.
4. ALL OBJECTS LABELED IN PLAN VIEW ARE LISTED ON OBSTRUCTION TABLES. PROFILE VIEW ONLY LABELS OBSTRUCTIONS THAT PENETRATE THE LOWEST SURFACE, ARE MAN MADE, OR ARE WATER BODIES, FOR CLARITY.

OBSTRUCTION KEY

- OBSTRUCTION LOCATION (HIGHEST TREES IN GROUP)
- GROUP OF TREES PENETRATING A SURFACE
- (X) OBSTRUCTION NUMBER

MAG. DEC. = 14.35° E 2025

1000' 500' 0 1000' 2000'

BY	DATE	REVISION

AIRPORT LAYOUT PLAN CONDITIONAL APPROVAL SUBJECT TO ALP APPROVAL LETTER DATED ____/____/____
FAA AIRSPACE REVIEW NUMBER:_____

_____ DATE: _____
FAA, AIRPORTS DIVISION ALASKAN REGION, AAL-_____

WASILLA AIRPORT
WASILLA, ALASKA
AIRPORT LAYOUT PLAN
EXISTING RUNWAY 4/22
DEPARTURE SURFACES

DATE: 12/02/2025
SHEET: 22 OF 34

Designed By: MRS
Drawn By: CNK
Checked By: MPM

Date Plotted: 12/02/2025, 12:08 PM
Layout Name: RW 04 Existing Departure
File Name: H:\Jobs\20-024 Wasilla Airport Term (CRW)\07 Master Plan\Task 18 - ALP\CAD\Drawings\ALP-1YS-22-23-Existing Runway 4-22 Departure Drawing.dwg

EXISTING DEPARTURE SURFACE CLEARANCES TABLE (RUNWAY 22)

ID	DESCRIPTION	STATION	OFFSET	GROUND ELEVATION	OBJECT ELEVATION	SURFACE PENETRATED	SURFACE ELEVATION	AMOUNT PENETRATED	AIRSPACE CASE No.	DISPOSITION	STAGE TO CORRECT
233	ROAD	−92+40	CL	383.8	398.8 *	40:1 SECTION 1	611.9	−213.1	–	TO REMAIN	N/A
234	TOWER	−81+89	711 RT	416.1	494.3	40:1 SECTION 1	585.6	−91.3	–	TO REMAIN	N/A
235	ROAD	−72+88	2935 LT	276.1	291.1 *	LEVEL SECTION	639.7	−348.6	–	TO REMAIN	N/A
236	ROAD	−42+91	2132 RT	415.0	430.0 *	3.08:1 SECTION 2	638.2	−208.2	–	TO REMAIN	N/A
237	ROAD	−28+77	CL	288.4	303.4 *	40:1 SECTION 1	452.8	−149.4	–	TO REMAIN	N/A
238	LAKE	−20+00	CL	275.6	275.6	40:1 SECTION 1	430.9	−155.3	–	TO REMAIN	N/A
239	ROAD	−18+77	1485 LT	332.0	347.0 *	3.08:1 SECTION 2	577.8	−230.8	–	TO REMAIN	N/A
240	TREES	−4+55	563 LT	307.9	399.9	40:1 SECTION 1	392.2	7.7	–	REMOVE	NEAR−TERM
241	FENCE	−1+29	CL	290.2	300.2	40:1 SECTION 1	384.1	−83.9	–	RELOCATE	ULTIMATE
242	FENCE	6+29	814 LT	345.6	355.6	3.08:1 SECTION 2	515.2	−159.6	–	TO REMAIN	N/A
243	TREES	6+59	344 LT	331.2	386.1	40:1 SECTION 1	364.6	21.5	–	REMOVE	EXISTING
244	BUILDING	9+75	571 LT	333.7	359.5	3.08:1 SECTION 2	457.1	−97.6	–	TO REMAIN	N/A
245	TREES	9+78	186 RT	306.4	364.2	40:1 SECTION 1	356.4	7.8	–	REMOVE	NEAR−TERM
246	BUILDING	10+75	541 LT	333.7	368.0	3.08:1 SECTION 2	454.8	−86.8	–	TO REMAIN	N/A
247	TREES	11+25	205 RT	298.6	353.7	40:1 SECTION 1	352.7	1.0	–	REMOVE	NEAR−TERM
248	BUILDING	11+93	574 LT	335.8	358.9	3.08:1 SECTION 2	472.2	−113.3	–	TO REMAIN	N/A
249	TAXILANE	11+94	662 LT	334.0	334.0	3.08:1 SECTION 2	501.0	−167.0	–	TO REMAIN	N/A
250	BUILDING	13+79	572 LT	335.6	361.1	3.08:1 SECTION 2	473.6	−112.5	–	TO REMAIN	N/A
251	LUCILLE CREEK	15+65	563 RT	290.9	290.9	3.08:1 SECTION 2	491.7	−200.8	–	TO REMAIN	N/A

EXISTING DEPARTURE SURFACE CLEARANCES TABLE (RUNWAY 4)

ID	DESCRIPTION	STATION	OFFSET	GROUND ELEVATION	OBJECT ELEVATION	SURFACE PENETRATED	SURFACE ELEVATION	AMOUNT PENETRATED	AIRSPACE CASE No.	DISPOSITION	STAGE TO CORRECT
252	FENCE	56+45	539 LT	344.8	354.8	3.08:1 SECTION 2	507.1	−152.3	–	RELOCATE	ULTIMATE
253	RAILROAD	59+08	609 LT	345.5	368.5 **	3.08:1 SECTION 2	513.7	−145.2	–	TO REMAIN	N/A
254	FENCE	60+78	655 RT	339.9	349.9 *	3.08:1 SECTION 2	517.9	−168.0	–	RELOCATE	ULTIMATE
255	JACOBSEN LAKE	61+82	683 LT	338.2	338.2	3.08:1 SECTION 2	520.5	−182.3	–	TO REMAIN	N/A
256	FENCE	63+81	CL	345.8	355.8	40:1 SECTION 1	375.5	−19.7	–	TO REMAIN	N/A
257	TREES	64+05	170 LT	344.2	410.9	40:1 SECTION 1	376.1	34.8	–	REMOVE	EXISTING
258	TREES	64+33	155 RT	348.6	422.8 *	40:1 SECTION 1	376.8	46.0	–	REMOVE	EXISTING
259	TREES	66+18	168 RT	345.3	424.9	40:1 SECTION 1	381.4	43.5	–	REMOVE	EXISTING
260	TREES	68+64	404 RT	342.5	419.2	3.08:1 SECTION 2	387.9	31.3	–	REMOVE	EXISTING
261	RAILROAD	69+32	CL	343.6	366.6 **	40:1 SECTION 1	389.3	−22.7	–	TO REMAIN	N/A
262	TREES	69+40	45 LT	339.4	416.8	40:1 SECTION 1	389.5	27.3	–	REMOVE	EXISTING
263	TREES	70+63	191 RT	340.5	421.3	40:1 SECTION 1	392.5	28.8	–	REMOVE	EXISTING
264	ROAD	73+45	994 LT	359.5	374.5 *	3.08:1 SECTION 2	549.6	−175.1	–	TO REMAIN	N/A
265	TREES	77+30	328 LT	340.9	430.0	40:1 SECTION 1	409.2	20.8	–	REMOVE	NEAR−TERM
266	TREES	81+09	398 LT	346.7	418.9	40:1 SECTION 1	418.7	0.2	–	TO REMAIN	N/A
267	ROAD	84+26	CL	349.6	364.6 *	40:1 SECTION 1	426.6	−62.0	–	TO REMAIN	N/A
268	ROAD	85+45	CL	350.8	365.8 *	40:1 SECTION 1	429.6	−63.8	–	TO REMAIN	N/A
269	ROAD	87+34	1366 RT	333.2	348.2	3.08:1 SECTION 2	584.3	−236.1	–	TO REMAIN	N/A
270	LAKE	91+16	1469 RT	326.4	326.4	3.08:1 SECTION 2	593.9	−267.5	–	TO REMAIN	N/A
271	RAILROAD	96+29	1606 RT	328.3	351.3 **	3.08:1 SECTION 2	606.7	−255.4	–	TO REMAIN	N/A
272	ROAD	97+07	CL	382.4	397.4 *	40:1 SECTION 1	458.6	−61.2	–	TO REMAIN	N/A
273	TREES	98+89	13 RT	389.1	474.8	40:1 SECTION 1	463.2	11.6	–	TO REMAIN	N/A
274	TREES	102+07	86 RT	405.3	486.2	40:1 SECTION 1	471.1	15.1	–	TO REMAIN	N/A
275	TREES	105+35	1349 LT	430.9	486.6	40:1 SECTION 1	479.3	7.3	–	TO REMAIN	N/A
276	TREES	109+70	1272 LT	434.7	519.6	40:1 SECTION 1	490.2	29.4	–	TO REMAIN	N/A
277	ROAD	110+14	1977 LT	415.9	430.9 *	3.08:1 SECTION 2	641.3	−210.4	–	TO REMAIN	N/A
278	TREES	117+27	1061 LT	440.3	516.5	40:1 SECTION 1	509.1	7.4	–	TO REMAIN	N/A
279	ROAD	120+21	2247 RT	346.8	361.8 *	LEVEL SECTION	657.3	−295.5	–	TO REMAIN	N/A
280	TREES	121+43	1313 LT	424.5	520.6	40:1 SECTION 1	519.5	1.1	–	TO REMAIN	N/A
281	TOWER	123+24	271 LT	440.5	560.4	40:1 SECTION 1	524.0	36.4	–	TO REMAIN	N/A
282	TOWER	132+87	411 RT	458.3	574.8	40:1 SECTION 1	548.1	26.7	–	TO REMAIN	N/A
283	ROAD	141+84	2827 RT	361.0	376.0 *	LEVEL SECTION	657.3	−281.3	–	TO REMAIN	N/A
284	ROAD	160+59	CL	460.8	475.8 *	40:1 SECTION 1	617.4	−141.6	–	TO REMAIN	N/A
285	ROAD	166+63	3491 LT	466.2	481.2 *	LEVEL SECTION	657.3	−176.1	–	TO REMAIN	N/A

* INCLUDES ASSUMED 15' HIGH OBJECT ABOVE THE ROAD.
** INCLUDES ASSUMED 23' HIGH OBJECT ABOVE RAILWAY.

BY	DATE	REVISION

AIRPORT LAYOUT PLAN CONDITIONAL APPROVAL SUBJECT TO ALP APPROVAL LETTER DATED ___/___/___
FAA AIRSPACE REVIEW NUMBER:_____

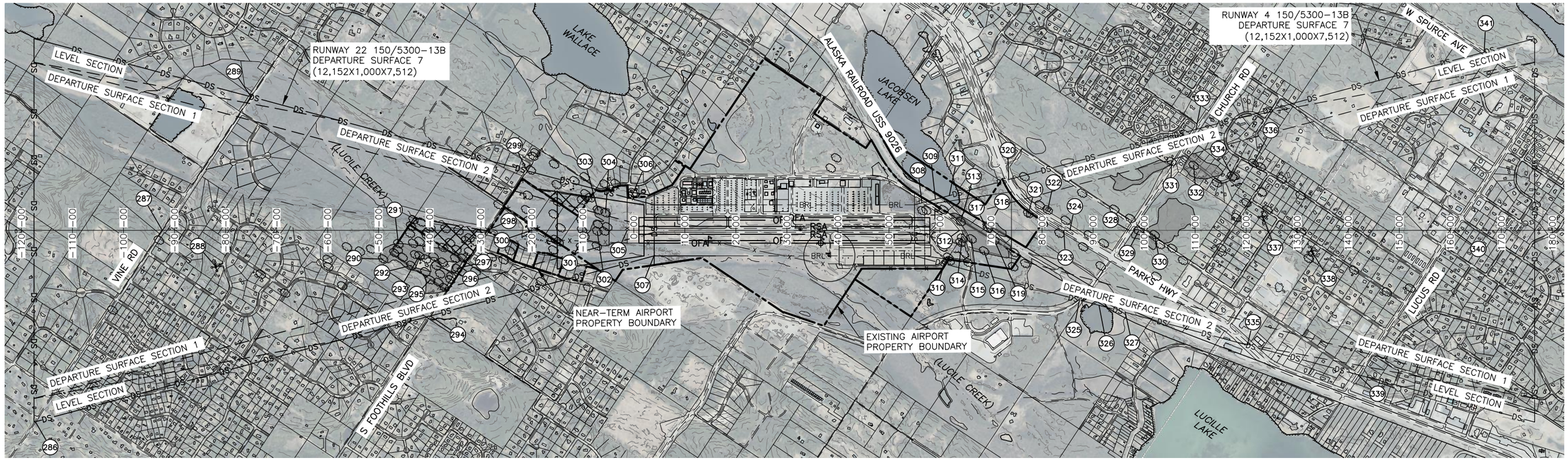
_____ DATE: _____
FAA, AIRPORTS DIVISION ALASKAN REGION, AAL-_____

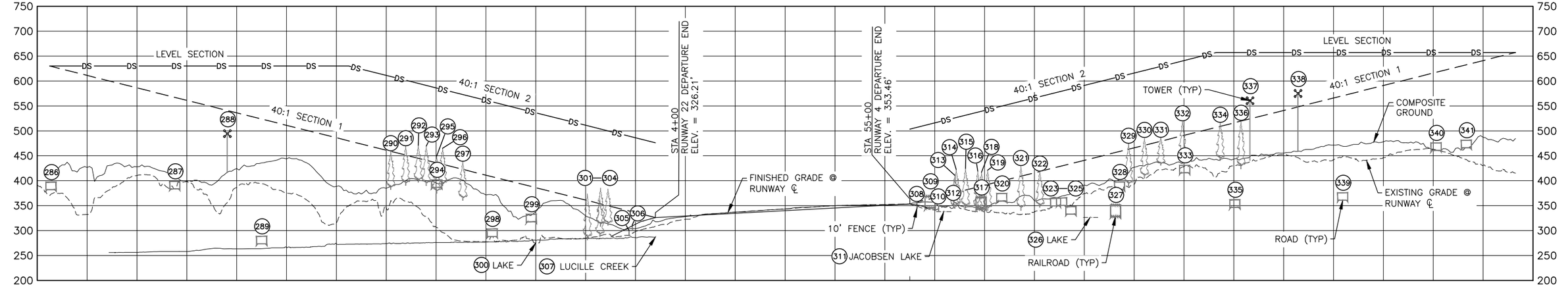
WASILLA AIRPORT
WASILLA, ALASKA
AIRPORT LAYOUT PLAN
EXISTING DEPARTURE SURFACE CLEARANCE TABLES

DATE: 12/02/2025
SHEET: 23 OF 34

Designed By: MRS
Drawn By: CNK
Checked By: MPM

Date Plotted: 12/02/2025, 12:07 PM
Layout Name: RW 04 Existing Departure Obstructions
File Name: H:\Jobs\20-024 Wasilla Airport Term (COW)\07 Master Plan\Task 18 - ALP\CAD\Drawings\ALP-11S-22-23-Existing Runway 4-22 Departure Drawing.dwg



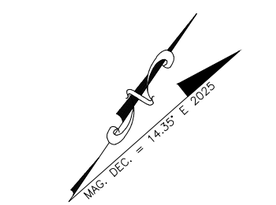


NOTES:

1. SEE SHEET 25 FOR OBSTRUCTION TABLES.
2. DEPARTURE SURFACE CRITERIA FOR RUNWAY 4/22 IS DEFINED PER AC 150/5300-13B, TABLE 3-5, SURFACE 7, EXPECTED TO ACCOMMODATE INSTRUMENT DEPARTURES.
3. REFER TO THE AIRPORT AIRSPACE DRAWING FOR OUTER APPROACH SURFACE PENETRATIONS.
4. ALL OBJECTS LABELED IN PLAN VIEW ARE LISTED ON OBSTRUCTION TABLES. PROFILE VIEW ONLY LABELS OBSTRUCTIONS THAT PENETRATE THE LOWEST SURFACE, ARE MAN MADE, OR ARE WATER BODIES, FOR CLARITY.

OBSTRUCTION KEY

- OBSTRUCTION LOCATION (HIGHEST TREES IN GROUP)
- GROUP OF TREES PENETRATING A SURFACE
- (X) OBSTRUCTION NUMBER



1000' 500' 0 1000' 2000'

VERTICAL SCALE RATIO: 10:1

BY	DATE	REVISION

AIRPORT LAYOUT PLAN CONDITIONAL APPROVAL SUBJECT TO ALP APPROVAL LETTER DATED ___/___/___
FAA AIRSPACE REVIEW NUMBER:_____

_____ DATE: _____
FAA, AIRPORTS DIVISION ALASKAN REGION, AAL-_____

WASILLA AIRPORT
WASILLA, ALASKA
AIRPORT LAYOUT PLAN
NEAR-TERM RUNWAY 4/22
DEPARTURE SURFACES

DATE: 12/02/2025
SHEET: 24 OF 34

Designed By: MRS
Drawn By: CNK
Checked By: MPM

Date Plotted: 12/02/2025, 1:09 PM
Layout Name: RW 04 Near-Term Departure
File Name: H:\Jobs\20-024 Wasilla Airport Term (CDW)\07 Master Plan\Task 18 - ALP\CAD\Drawings\ALP-11S-24-25-Near-Term Runway 4-22 Departure Drawing.dwg

NEAR–TERM DEPARTURE SURFACE CLEARANCES TABLE (RUNWAY 22)

ID	DESCRIPTION	STATION	OFFSET	GROUND ELEVATION	OBJECT ELEVATION	SURFACE PENETRATED	SURFACE ELEVATION	AMOUNT PENETRATED	AIRSPACE CASE No.	DISPOSITION	STAGE TO CORRECT
286	ROAD	−117+26	3749 RT	382.2	397.2 *	LEVEL SECTION	630.0	−232.8	–	TO REMAIN	N/A
287	ROAD	−92+40	CL	383.8	398.8 *	40:1 SECTION 1	567.2	−168.4	–	TO REMAIN	N/A
288	TOWER	−81+89	711 RT	416.1	494.3	40:1 SECTION 1	540.9	−46.6	–	TO REMAIN	N/A
289	ROAD	−75+00	2617 LT	273.6	288.6 *	LEVEL SECTION	630.0	−341.4	–	TO REMAIN	N/A
290	TREES	−49+11	563 RT	382.0	459.8	40:1 SECTION 1	459.0	0.8	–	TO REMAIN	N/A
291	TREES	−46+13	265 RT	391.0	469.8	40:1 SECTION 1	451.5	18.3	–	REMOVE	NEAR–TERM
292	TREES	−43+59	687 RT	397.6	471.1	40:1 SECTION 1	445.2	25.9	–	REMOVE	NEAR–TERM
293	TREES	−41+99	496 RT	397.9	469.5	40:1 SECTION 1	441.2	28.3	–	REMOVE	NEAR–TERM
294	ROAD	−39+89	1676 RT	386.7	401.7 *	3.08:1 SECTION 2	585.9	−184.2	–	TO REMAIN	N/A
295	TREES	−39+89	969 RT	375.6	450.0	40:1 SECTION 1	435.9	14.1	–	TO REMAIN	N/A
296	TREES	−38+70	694 RT	390.2	465.1	40:1 SECTION 1	432.9	32.2	–	REMOVE	NEAR–TERM
297	TREES	−34+66	744 RT	360.6	438.8	40:1 SECTION 1	422.8	16.0	–	REMOVE	NEAR–TERM
298	ROAD	−28+77	CL	288.4	303.4 *	40:1 SECTION 1	408.1	−104.7	–	TO REMAIN	N/A
299	ROAD	−20+91	1167 LT	317.9	332.9 *	3.08:1 SECTION 2	538.5	−205.6	–	TO REMAIN	N/A
300	LAKE	−20+00	CL	275.6	275.6	40:1 SECTION 1	386.2	−110.6	–	TO REMAIN	N/A
301	TREES	−9+68	108 RT	289.0	373.7	40:1 SECTION 1	360.4	13.3	–	REMOVE	NEAR–TERM
302	TREES	−7+18	20 RT	288.9	363.5	40:1 SECTION 1	354.2	9.3	–	REMOVE	NEAR–TERM
303	TREES	−7+03	395 LT	308.8	385.4	3.08:1 SECTION 2	373.7	11.7	–	REMOVE	NEAR–TERM
304	TREES	−5+54	339 LT	311.3	383.5	3.08:1 SECTION 2	364.9	18.6	–	REMOVE	NEAR–TERM
305	FENCE	−1+29	CL	290.2	300.2	40:1 SECTION 1	339.4	−39.2	–	RELOCATE	ULTIMATE
306	FENCE	−0+64	624 LT	301.7	311.7	3.08:1 SECTION 2	487.8	−176.1	–	TO REMAIN	N/A
307	LUCILLE CREEK	4+00	488 RT	287.2	287.2	3.08:1 SECTION 2	472.2	−185.0	–	TO REMAIN	N/A

NEAR–TERM DEPARTURE SURFACE CLEARANCES TABLE (RUNWAY 4)

ID	DESCRIPTION	STATION	OFFSET	GROUND ELEVATION	OBJECT ELEVATION	SURFACE PENETRATED	SURFACE ELEVATION	AMOUNT PENETRATED	AIRSPACE CASE No.	DISPOSITION	STAGE TO CORRECT
308	FENCE	56+45	539 LT	344.8	354.8	3.08:1 SECTION 2	507.1	−152.3	–	RELOCATE	ULTIMATE
309	RAILROAD	59+08	609 LT	345.5	368.5 **	3.08:1 SECTION 2	513.7	−145.2	–	TO REMAIN	N/A
310	FENCE	60+78	655 RT	339.9	349.9 *	3.08:1 SECTION 2	517.9	−168.0	–	RELOCATE	ULTIMATE
311	JACOBSEN LAKE	61+82	683 LT	338.2	338.2	3.08:1 SECTION 2	520.5	−182.3	–	TO REMAIN	N/A
312	FENCE	63+81	CL	345.8	355.8	40:1 SECTION 1	375.5	−19.7	–	TO REMAIN	N/A
313	TREES	64+05	170 LT	344.2	410.9	40:1 SECTION 1	376.1	34.8	–	REMOVE	EXISTING
314	TREES	64+33	155 RT	348.6	422.8 *	40:1 SECTION 1	376.8	46.0	–	REMOVE	EXISTING
315	TREES	66+18	168 RT	345.3	424.9	40:1 SECTION 1	381.4	43.5	–	REMOVE	EXISTING
316	TREES	68+64	404 RT	342.5	419.2	3.08:1 SECTION 2	387.9	31.3	–	REMOVE	EXISTING
317	RAILROAD	69+32	CL	343.6	366.6 **	40:1 SECTION 1	389.3	−22.7	–	TO REMAIN	N/A
318	TREES	69+40	45 LT	339.4	416.8	40:1 SECTION 1	389.5	27.3	–	REMOVE	EXISTING
319	TREES	70+63	191 RT	340.5	421.3	40:1 SECTION 1	392.5	28.8	–	REMOVE	EXISTING
320	ROAD	73+45	994 LT	359.5	374.5 *	3.08:1 SECTION 2	549.6	−175.1	–	TO REMAIN	N/A
321	TREES	77+30	328 LT	340.9	430.0	40:1 SECTION 1	409.2	20.8	–	REMOVE	NEAR–TERM
322	TREES	81+09	398 LT	346.7	418.9	40:1 SECTION 1	418.7	0.2	–	TO REMAIN	N/A
323	ROAD	84+26	CL	349.6	364.6 *	40:1 SECTION 1	426.6	−62.0	–	TO REMAIN	N/A
324	ROAD	85+45	CL	350.8	365.8 *	40:1 SECTION 1	429.6	−63.8	–	TO REMAIN	N/A
325	ROAD	87+34	1366 RT	333.2	348.2	3.08:1 SECTION 2	584.3	−236.1	–	TO REMAIN	N/A
326	LAKE	91+16	1469 RT	326.4	326.4	3.08:1 SECTION 2	593.9	−267.5	–	TO REMAIN	N/A
327	RAILROAD	96+29	1606 RT	328.3	351.3 **	3.08:1 SECTION 2	606.7	−255.4	–	TO REMAIN	N/A
328	ROAD	97+07	CL	382.4	397.4 *	40:1 SECTION 1	458.6	−61.2	–	TO REMAIN	N/A
329	TREES	98+89	13 RT	389.1	474.8	40:1 SECTION 1	463.2	11.6	–	TO REMAIN	N/A
330	TREES	102+07	86 RT	405.3	486.2	40:1 SECTION 1	471.1	15.1	–	TO REMAIN	N/A
331	TREES	105+35	1349 LT	430.9	486.6	40:1 SECTION 1	479.3	7.3	–	TO REMAIN	N/A
332	TREES	109+70	1272 LT	434.7	519.6	40:1 SECTION 1	490.2	29.4	–	TO REMAIN	N/A
333	ROAD	110+14	1977 LT	415.9	430.9 *	3.08:1 SECTION 2	641.3	−210.4	–	TO REMAIN	N/A
334	TREES	117+27	1061 LT	440.3	516.5	40:1 SECTION 1	509.1	7.4	–	TO REMAIN	N/A
335	ROAD	120+21	2247 RT	346.8	361.8 *	LEVEL SECTION	657.3	−295.5	–	TO REMAIN	N/A
336	TREES	121+43	1313 LT	424.5	520.6	40:1 SECTION 1	519.5	1.1	–	TO REMAIN	N/A
337	TOWER	123+24	271 LT	440.5	560.4	40:1 SECTION 1	524.0	36.4	–	TO REMAIN	N/A
338	TOWER	132+87	411 RT	458.3	574.8	40:1 SECTION 1	548.1	26.7	–	TO REMAIN	N/A
339	ROAD	141+84	2827 RT	361.0	376.0 *	LEVEL SECTION	657.3	−281.3	–	TO REMAIN	N/A
340	ROAD	160+59	CL	460.8	475.8 *	40:1 SECTION 1	617.4	−141.6	–	TO REMAIN	N/A
341	ROAD	166+63	3491 LT	466.2	481.2 *	LEVEL SECTION	657.3	−176.1	–	TO REMAIN	N/A

* INCLUDES ASSUMED 15' HIGH OBJECT ABOVE THE ROAD.
** INCLUDES ASSUMED 23' HIGH OBJECT ABOVE RAILWAY.

BY	DATE	REVISION

AIRPORT LAYOUT PLAN CONDITIONAL APPROVAL SUBJECT TO
ALP APPROVAL LETTER DATED ___/___/___
FAA AIRSPACE REVIEW NUMBER:_____

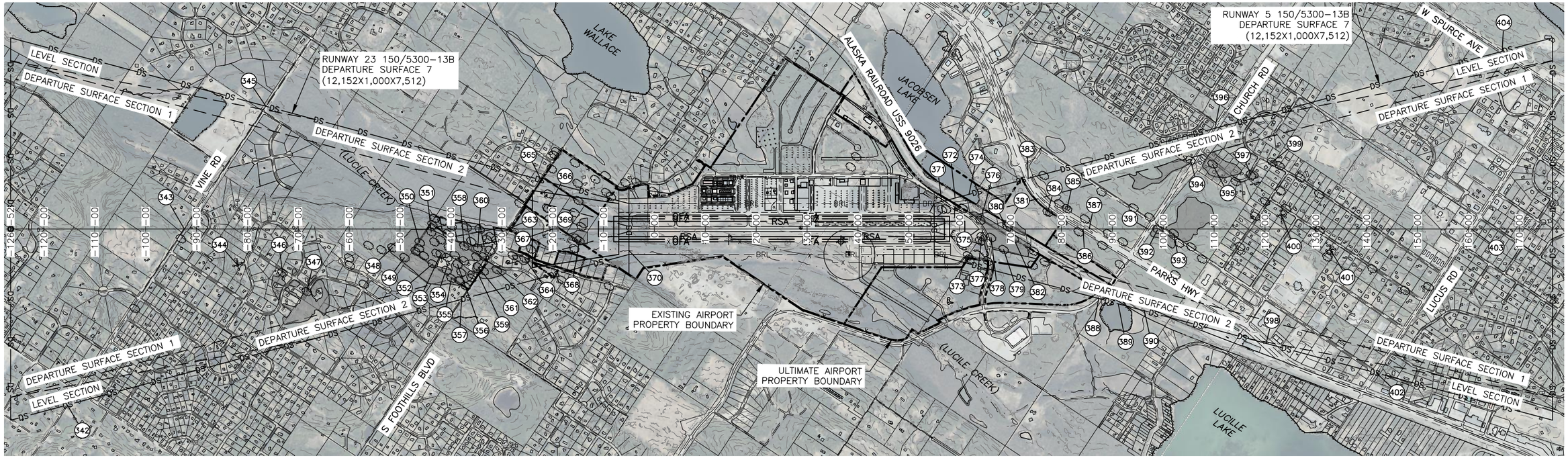
_____ DATE: _____
FAA, AIRPORTS DIVISION ALASKAN REGION, AAL-_____

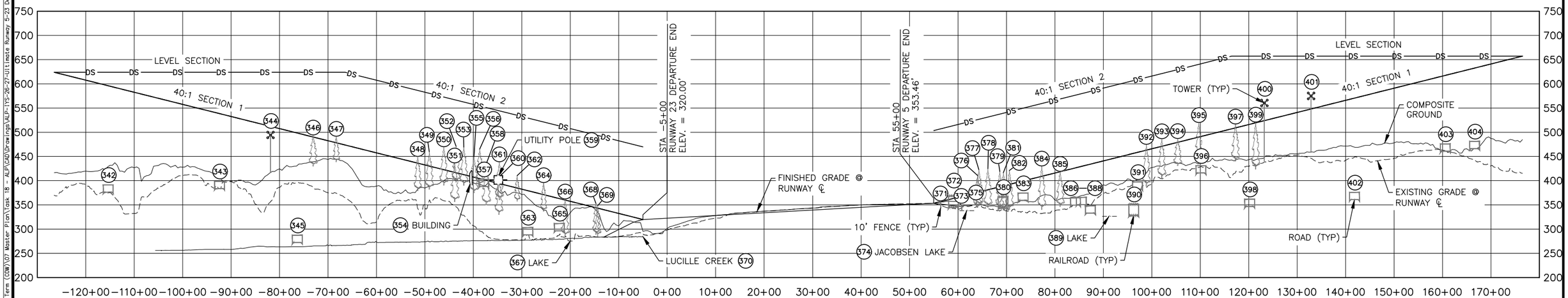
WASILLA AIRPORT
WASILLA, ALASKA
AIRPORT LAYOUT PLAN
NEAR–TERM DEPARTURE SURFACE CLEARANCE TABLES

DATE: 12/02/2025
SHEET: 25 OF 34

Designed By: MRS
Drawn By: CNK
Checked By: MPM

Date Plotted: 12/02/2025, 12:42 PM
Layout Name: Near-Term Departure Obstructions
File Name: H:\Jobs\20-024 Wasilla Airport Term (COW)\07 Master Plan\Task 18 - ALP\CAD\Drawings\ALP-11S-24-25-Near-Term Runway 4-22 Departure Drawing.dwg





NOTES:

1. SEE SHEET 27 FOR OBSTRUCTION TABLES.
2. DEPARTURE SURFACE CRITERIA FOR RUNWAY 5/23 IS DEFINED PER AC 150/5300-13B, TABLE 3-5, SURFACE 7, EXPECTED TO ACCOMMODATE INSTRUMENT DEPARTURES.
3. REFER TO THE AIRPORT AIRSPACE DRAWING FOR OUTER APPROACH SURFACE PENETRATIONS.
4. ALL OBJECTS LABELED IN PLAN VIEW ARE LISTED ON OBSTRUCTION TABLES. PROFILE VIEW ONLY LABELS OBSTRUCTIONS THAT PENETRATE THE LOWEST SURFACE, ARE MAN MADE, OR ARE WATER BODIES, FOR CLARITY.

OBSTRUCTION KEY

- OBSTRUCTION LOCATION (HIGHEST TREES IN GROUP)
- GROUP OF TREES PENETRATING A SURFACE
- (X) OBSTRUCTION NUMBER

MAG. DEC. = 14.35° E 2025

1000' 500' 0 1000' 2000'

VERTICAL SCALE RATIO: 10:1

BY	DATE	REVISION

AIRPORT LAYOUT PLAN CONDITIONAL APPROVAL SUBJECT TO ALP APPROVAL LETTER DATED ____/____/____
FAA AIRSPACE REVIEW NUMBER:_____

_____ DATE: _____
FAA, AIRPORTS DIVISION ALASKAN REGION, AAL-_____

WASILLA AIRPORT
WASILLA, ALASKA
AIRPORT LAYOUT PLAN
ULTIMATE RUNWAY 5/23
DEPARTURE SURFACES

DATE: 12/02/2025
SHEET: 26 OF 34

Designed By: MRS
Drawn By: CNK
Checked By: MPM

Date Plotted: 12/02/2025, 2:43 PM
Layout Name: Ultimate Departure
File Name: H:\Jobs\20-024 Wasilla Airport Term (CDW)\07 Master Plan\Task 18 - ALP\CAD\Drawings\ALP-1YS-26-27-Ultimate Runway 5-23 Departure Drawing.dwg

ULTIMATE DEPARTURE SURFACE CLEARANCES TABLE (RUNWAY 23)

ID	DESCRIPTION	STATION	OFFSET	GROUND ELEVATION	OBJECT ELEVATION	SURFACE PENETRATED	SURFACE ELEVATION	AMOUNT PENETRATED	AIRSPACE CASE No.	DISPOSITION	STAGE TO CORRECT
342	ROAD	−115+37	3457 RT	376.4	391.4 *	LEVEL SECTION	623.8	−232.4	–	TO REMAIN	N/A
343	ROAD	−92+40	CL	383.8	398.8 *	40:1 SECTION 1	538.5	−139.7	–	TO REMAIN	N/A
344	TOWER	−81+89	711 RT	416.1	494.3	40:1 SECTION 1	512.2	−17.9	–	TO REMAIN	N/A
345	ROAD	−76+35	2412 LT	272.5	287.5 *	LEVEL SECTION	623.8	−336.3	–	TO REMAIN	N/A
346	TREES	−73+08	860 RT	430.1	493.9	40:1 SECTION 1	490.2	3.7	–	TO REMAIN	N/A
347	TREES	−68+33	1230 RT	439.2	491.4	40:1 SECTION 1	478.3	13.1	–	TO REMAIN	N/A
348	TREES	−51+50	369 RT	379.7	449.6	40:1 SECTION 1	436.3	13.3	–	TO REMAIN	N/A
349	TREES	−49+11	563 RT	382.0	459.8	40:1 SECTION 1	430.3	29.5	–	TO REMAIN	N/A
350	TREES	−46+13	265 RT	391.0	469.8	40:1 SECTION 1	422.8	47.0	–	REMOVE	NEAR−TERM
351	TREES	−43+87	59 RT	356.9	436.4	40:1 SECTION 1	417.2	19.2	–	REMOVE	ULTIMATE
352	TREES	−43+59	687 RT	397.6	471.1	40:1 SECTION 1	416.4	54.7	–	REMOVE	NEAR−TERM
353	TREES	−41+99	496 RT	397.9	469.5	40:1 SECTION 1	412.5	57.0	–	REMOVE	NEAR−TERM
354	BUILDING	−40+53	688 RT	391.2	421.2	40:1 SECTION 1	408.5	12.7	–	TO REMAIN	N/A
355	TREES	−39+89	969 RT	375.6	450.0	40:1 SECTION 1	407.2	42.8	–	TO REMAIN	N/A
356	TREES	−38+70	694 RT	390.2	465.1	40:1 SECTION 1	404.2	60.9	–	REMOVE	NEAR−TERM
357	ROAD	−37+89	1381 RT	388	403.0 *	3:1 SECTION 2	552.2	−149.2	–	TO REMAIN	N/A
358	TREES	−37+36	341 RT	349.9	428.5	40:1 SECTION 1	400.9	27.6	–	REMOVE	ULTIMATE
359	UTILITY POLE	−34+86	839 RT	366.6	401.7	40:1 SECTION 1	394.6	7.1	–	TO REMAIN	N/A
360	TREES	−34+74	373 RT	330.4	407.2	40:1 SECTION 1	394.3	12.9	–	REMOVE	ULTIMATE
361	TREES	−34+66	744 RT	360.6	438.8	40:1 SECTION 1	394.1	44.7	–	REMOVE	NEAR−TERM
362	TREES	−30+99	804 RT	358.0	410.6	3:1 SECTION 2	404.2	6.4	–	TO REMAIN	N/A
363	ROAD	−28+77	CL	288.4	303.4 *	40:1 SECTION 1	379.4	−76.0	–	TO REMAIN	N/A
364	TREES	−25+53	579 RT	337.5	395.8	40:1 SECTION 1	371.3	24.5	–	TO REMAIN	N/A
365	ROAD	−22+26	963 LT	296.7	311.7 *	3:1 SECTION 2	513.2	−201.5	–	TO REMAIN	N/A
366	TREES	−21+09	403 LT	285.1	361.9	40:1 SECTION 1	360.2	1.7	–	REMOVE	ULTIMATE
367	LAKE	−20+00	CL	275.6	275.6	40:1 SECTION 1	357.5	−81.9	–	TO REMAIN	N/A
368	TREES	−14+73	226 RT	289.3	353.3	40:1 SECTION 1	344.3	9.0	–	REMOVE	ULTIMATE
369	TREES	−14+36	49 LT	286.1	348.4	40:1 SECTION 1	343.4	5.0	–	REMOVE	ULTIMATE
370	LUCILLE CREEK	−5+00	524 RT	284.8	284.8	3:1 SECTION 2	444.8	−160.0	–	TO REMAIN	N/A

ULTIMATE DEPARTURE SURFACE CLEARANCES TABLE (RUNWAY 5)

ID	DESCRIPTION	STATION	OFFSET	GROUND ELEVATION	OBJECT ELEVATION	SURFACE PENETRATED	SURFACE ELEVATION	AMOUNT PENETRATED	AIRSPACE CASE No.	DISPOSITION	STAGE TO CORRECT
371	FENCE	56+45	539 LT	344.8	354.8	3:1 SECTION 2	507.1	−152.3	–	RELOCATE	ULTIMATE
372	RAILROAD	59+08	609 LT	345.5	368.5 **	3:1 SECTION 2	513.7	−145.2	–	TO REMAIN	N/A
373	FENCE	60+78	655 RT	339.9	349.9 *	3:1 SECTION 2	517.9	−168.0	–	RELOCATE	ULTIMATE
374	JACOBSEN LAKE	61+82	683 LT	338.2	338.2	3:1 SECTION 2	520.5	−182.3	–	TO REMAIN	N/A
375	FENCE	63+81	CL	345.8	355.8	40:1 SECTION 1	375.5	−19.7	–	TO REMAIN	N/A
376	TREES	64+05	170 LT	344.2	410.9	40:1 SECTION 1	376.1	34.8	–	REMOVE	EXISTING
377	TREES	64+33	155 RT	348.6	422.8 *	40:1 SECTION 1	376.8	46.0	–	REMOVE	EXISTING
378	TREES	66+18	168 RT	345.3	424.9	40:1 SECTION 1	381.4	43.5	–	REMOVE	EXISTING
379	TREES	68+64	404 RT	342.5	419.2	40:1 SECTION 1	387.6	31.6	–	REMOVE	EXISTING
380	RAILROAD	69+32	CL	343.6	366.6 **	40:1 SECTION 1	389.3	−22.7	–	TO REMAIN	N/A
381	TREES	69+40	45 LT	339.4	416.8	40:1 SECTION 1	389.5	27.3	–	REMOVE	EXISTING
382	TREES	70+63	191 RT	340.5	421.3	40:1 SECTION 1	392.5	28.8	–	REMOVE	EXISTING
383	ROAD	73+45	994 LT	359.5	374.5 *	3:1 SECTION 2	549.6	−175.1	–	TO REMAIN	N/A
384	TREES	77+30	328 LT	340.9	430.0	40:1 SECTION 1	409.2	20.8	–	REMOVE	NEAR−TERM
385	TREES	81+09	398 LT	346.7	418.9	40:1 SECTION 1	418.7	0.2	–	TO REMAIN	N/A
386	ROAD	84+26	CL	349.6	364.6 *	40:1 SECTION 1	426.6	−62.0	–	TO REMAIN	N/A
387	ROAD	85+45	CL	350.8	365.8 *	40:1 SECTION 1	429.6	−63.8	–	TO REMAIN	N/A
388	ROAD	87+34	1366 RT	333.2	348.2	3:1 SECTION 2	584.3	−236.1	–	TO REMAIN	N/A
389	LAKE	91+16	1469 RT	326.4	326.4	3:1 SECTION 2	593.9	−267.5	–	TO REMAIN	N/A
390	RAILROAD	96+29	1606 RT	328.3	351.3 **	3:1 SECTION 2	606.7	−255.4	–	TO REMAIN	N/A
391	ROAD	97+07	CL	382.4	397.4 *	40:1 SECTION 1	458.6	−61.2	–	TO REMAIN	N/A
392	TREES	98+89	13 RT	389.1	474.8	40:1 SECTION 1	463.2	11.6	–	TO REMAIN	N/A
393	TREES	102+07	86 RT	405.3	486.2	40:1 SECTION 1	471.1	15.1	–	TO REMAIN	N/A
394	TREES	105+35	1349 LT	430.9	486.6	40:1 SECTION 1	479.3	7.3	–	TO REMAIN	N/A
395	TREES	109+70	1272 LT	434.7	519.6	40:1 SECTION 1	490.2	29.4	–	TO REMAIN	N/A
396	ROAD	110+14	1977 LT	415.9	430.9 *	3:1 SECTION 2	641.3	−210.4	–	TO REMAIN	N/A
397	TREES	117+27	1061 LT	440.3	516.5	40:1 SECTION 1	509.1	7.4	–	TO REMAIN	N/A
398	ROAD	120+21	2247 RT	346.8	361.8 *	LEVEL SECTION	657.3	−295.5	–	TO REMAIN	N/A
399	TREES	121+43	1313 LT	424.5	520.6	40:1 SECTION 1	519.5	1.1	–	TO REMAIN	N/A
400	TOWER	123+24	271 LT	440.5	560.4	40:1 SECTION 1	524.0	36.4	–	TO REMAIN	N/A
401	TOWER	132+87	411 RT	458.3	574.8	40:1 SECTION 1	548.1	26.7	–	TO REMAIN	N/A
402	ROAD	141+84	2827 RT	361.0	376.0 *	LEVEL SECTION	657.3	−281.3	–	TO REMAIN	N/A
403	ROAD	160+59	CL	460.8	475.8 *	40:1 SECTION 1	617.4	−141.6	–	TO REMAIN	N/A
404	ROAD	166+63	3491 LT	466.2	481.2 *	LEVEL SECTION	657.3	−176.1	–	TO REMAIN	N/A

* INCLUDES ASSUMED 15' HIGH OBJECT ABOVE THE ROAD.
** INCLUDES ASSUMED 23' HIGH OBJECT ABOVE RAILWAY.

BY	DATE	REVISION

AIRPORT LAYOUT PLAN CONDITIONAL APPROVAL SUBJECT TO ALP APPROVAL LETTER DATED ____/____/____
FAA AIRSPACE REVIEW NUMBER:_____

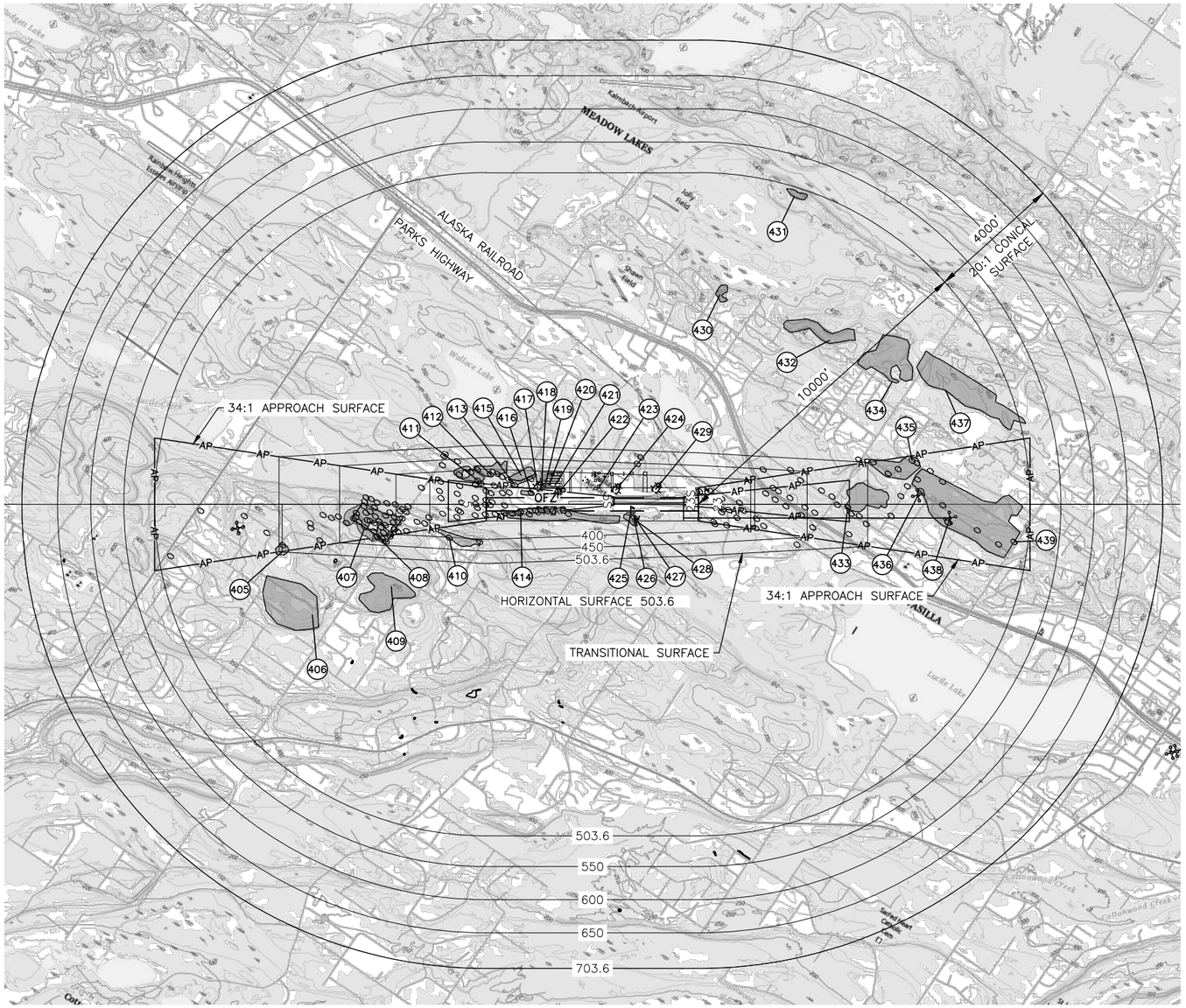
_____ DATE: _____
FAA, AIRPORTS DIVISION ALASKAN REGION, AAL-_____

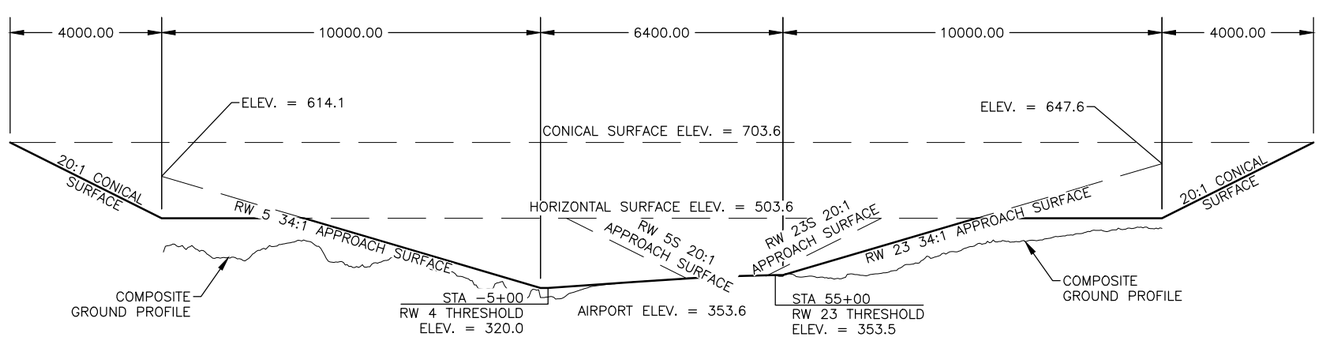
WASILLA AIRPORT
WASILLA, ALASKA
AIRPORT LAYOUT PLAN
ULTIMATE DEPARTURE SURFACE CLEARANCE TABLES

DATE: 12/02/2025
SHEET: 27 OF 34

Designed By: MRS
Drawn By: CNK
Checked By: MPM

Date Plotted: 12/02/2025, 1:15 PM
Layout Name: Ultimate Departure Obstructions
File Name: H:\Jobs\20-024 Wasilla Airport Term (CSW)\07 Master Plan\Task 18 - ALP\CAD\Drawings\ALP-11S-26-29-Ultimate Runway 5-23 Departure Drawing.dwg



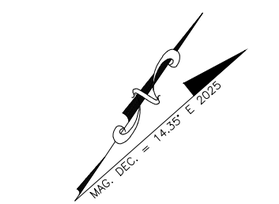


NOTES:

1. SEE INNER APPROACH SHEETS FOR THRESHOLD SITING, APPROACH SURFACES, AND CLOSE IN OBSTRUCTIONS.
2. SEE TERMINAL AREA DRAWINGS FOR ADDITIONAL BUILDING INFORMATION.
3. THE INFORMATION SHOWN HEREON IS PRIMARILY BASED ON A FIELD SURVEY COMPLETED BY HDL ENGINEERING CONSULTANTS, LLC., FROM SEPTEMBER 15 THROUGH SEPTEMBER 19, 2025, UNLESS OTHERWISE NOTED. THE 2025 SURVEY WAS LIMITED TO PRIMARY, TRANSITIONAL, AND INNER APPROACH SURFACES. SUPPLEMENTAL DATA IS FROM 2011 AERONAUTICAL SURVEY AS SHOWN IN THE 2017 ALP.
4. ADDITIONAL OBSTRUCTIONS MAY EXIST OUTSIDE THE EXTENTS OF THE 2025 SURVEY DUE TO TREE GROWTH AND CONSTRUCTION SINCE THE 2011 AERONAUTICAL SURVEY.
5. SEE AIRPORT DATA SHEET FOR AIRPORT CONTROL STATION INFORMATION.
6. SEE SHEET 35 FOR PART 77 OBSTRUCTION TABLE.
7. ELEVATIONS ARE IN FEET.
8. AIRPORT ELEVATION IS 353.6' NAVD88.
9. HORIZONTAL SURFACE IS 150' ABOVE PRIMARY SURFACE.
10. THIS DRAWING BASED ON U.S.G.S. QUADS ANCHORAGE (C-7 SW), (C-7 NW), (C-7 SE), AND (C-8 SE) ALASKA 2023.
11. COMPOSITE GROUND PROFILE BASED ON MAT-SU BOROUGH .2019 LIDAR AND FIELD SURVEYS COMPLETED BY HDL ENGINEERING CONSULTANTS, LLC. IN JANUARY AND JUNE OF 2024.
12. COMPOSITE GROUND PROFILE DISPLAYS DATA CONTAINED WITHIN THE 34:1 APPROACH SURFACES ONLY.
13. RUNWAY 5/23 PRIMARY SURFACE IS 1,000' WIDE.
14. NO SEWAGE FACILITIES WITHIN 5,000' OF THE AIRPORT; NO MONOFILL LANDFILLS WITHIN 5,000' OF THE AIRPORT.
15. PART 77 APPROACH SURFACE INCLUDES RUNWAY 5/23 AND RUNWAY 5S/23S.

OBSTRUCTION KEY

- GROUP OF TREES PENETRATING PART 77 SURFACE
- OBSTRUCTION LOCATION (HIGHEST TREE IN GROUP)
- (X) OBSTRUCTION NUMBER



VERTICAL SCALE RATIO: 10:1

BY	DATE	REVISION

AIRPORT LAYOUT PLAN CONDITIONAL APPROVAL SUBJECT TO ALP APPROVAL LETTER DATED ____/____/____
FAA AIRSPACE REVIEW NUMBER:_____

_____ DATE: _____
FAA, AIRPORTS DIVISION ALASKAN REGION, AAL-_____

WASILLA AIRPORT
WASILLA, ALASKA
AIRPORT LAYOUT PLAN

AIRPORT AIRSPACE DRAWING (PART 77)

DATE: 12/02/2025
SHEET: 28 OF 34

Designed By: MRS
Drawn By: CNK
Checked By: MPM

Date Plotted: 12/02/2025, 1:47 PM
Layout Name: Part 77 Airspace Drawing
File Name: H:\Jobs\20-024 Wasilla Airport Term (COW)\07 Master Plan\Task 18 - ALP\CAD\Drawings\ALP-1YS-28-29-Part 77 Airspace Drawing.dwg

PART 77 AIRSPACE OBSTRUCTION TABLE

ID	DESCRIPTION	STATION	OFFSET	GROUND ELEVATION	OBJECT ELEVATION	SURFACE PENETRATED	SURFACE ELEVATION	AMOUNT PENETRATED	AIRSPACE CASE No.	DISPOSITION	STAGE TO CORRECT
405	TREES	−68+51	1434 RT	442.5	519.0 *	APPROACH – TRANSITIONAL / HORIZONTAL	502.5 / 503.6	16.5 / 15.4	–	TO REMAIN	N/A
406	TREES	−59+35	3337 RT	443.0	516.0 *	HORIZONTAL	503.6	12.4	–	TO REMAIN	N/A
407	TREES	−43+59	687 RT	397.6	471.1	APPROACH	427.6	43.5	–	REMOVE	NEAR–TERM
408	TREES	−39+89	969 RT	375.6	450.0	APPROACH	416.7	33.3	–	TO REMAIN	N/A
409	TREES	−35+60	2487 RT	448.6	520.0 *	HORIZONTAL	503.6	16.4	–	TO REMAIN	N/A
410	TREES	−18+15	1008 RT	352.0	420.9	APPROACH – TRANSITIONAL	401.5	19.4	–	TO REMAIN	N/A
411	TREES	−9+47	717 LT	317.0	383.4	APPROACH – TRANSITIONAL	353.0	30.4	–	TO REMAIN	N/A
412	TREES	−5+73	906 LT	326.8	381.3	TRANSITIONAL	378.7	2.6	–	TO REMAIN	N/A
413	TREES	1+69	579 LT	303.2	381.7	TRANSITIONAL	335.9	45.8	–	REMOVE	ULTIMATE
414	TREES	3+38	213 RT	299.5	371.3	PRIMARY	325.4	45.9	–	REMOVE	NEAR–TERM
415	TREES	3+56	879 LT	346.0	397.0	TRANSITIONAL	379.6	17.4	–	TO REMAIN	N/A
416	TREES	6+59	344 LT	331.2	386.1	PRIMARY	327.1	59.0	–	REMOVE	EXISTING
417	UTILITY POLE WITH LUMINAIRE	8+51	508 LT	332.1	376.9	TRANSITIONAL	329.3	47.6	–	RELOCATE	NEAR–TERM
418	BUILDING	9+75	571 LT	333.7	359.5	TRANSITIONAL	338.6	20.9	–	TO REMAIN	N/A
419	BUILDING	10+75	541 LT	333.7	368.0	TRANSITIONAL	335.3	32.7	–	TO REMAIN	N/A
420	BUILDING	11+93	574 LT	335.8	358.9	TRANSITIONAL	340.4	18.5	–	TO REMAIN	N/A
421	BUILDING	13+88	542 LT	333.9	361.1	TRANSITIONAL	336.9	24.2	–	TO REMAIN	N/A
422	WIND CONE	14+59	318 LT	332.7	351.3	PRIMARY	331.3	20.0	–	MITIGATE	NEAR–TERM
423	BUILDING	26+96	499 LT	344.9	367.8	TRANSITIONAL	340.0	27.8	–	TO REMAIN	N/A
424	UTILITY POLE WITH LUMINAIRE	32+05	430 LT	345.9	381.2	PRIMARY	340.4	40.8	–	RELOCATE	NEAR–TERM
425	WIND CONE	36+62	251 RT	348.4	368.1	PRIMARY	342.8	25.3	–	MITIGATE	N/A
426	TREES	37+51	385 RT	345.5	401.3	PRIMARY	343.3	58.0	–	REMOVE	NEAR–TERM
427	ROTATING BEACON	38+12	452 RT	348.2	390.3	PRIMARY	343.6	46.7	–	TO REMAIN	N/A
428	ANTENNA	38+33	497 RT	347.8	381.1	PRIMARY	343.7	37.4	–	TO REMAIN	N/A
429	UTILITY POLE WITH LUMINAIRE	44+15	455 LT	352.0	386.3	PRIMARY	346.8	39.5	–	INSTALL OBSTRUCTION LIGHT	NEAR–TERM
430	TREES	63+45	6318 LT	459.8	529.0 *	HORIZONTAL	503.6	25.4	–	TO REMAIN	N/A
431	TREES	85+88	9346 LT	470.9	533.0 *	HORIZONTAL	503.6	29.4	–	TO REMAIN	N/A
432	TREES	96+56	4944 LT	488.7	556.0 *	HORIZONTAL	503.6	52.4	–	TO REMAIN	N/A
433	TREES	102+07	85 RT	405.3	486.2	APPROACH	486.1	0.1	–	TO REMAIN	N/A
434	TREES	115+47	3760 LT	448.3	532.0 *	HORIZONTAL	503.6	28.4	–	TO REMAIN	N/A
435	TREES	121+43	1313 LT	424.5	520.6	HORIZONTAL	503.6	17.0	–	TO REMAIN	N/A
436	TOWER	123+24	271 LT	440.5	560.4	APPROACH / HORIZONTAL	561.5 / 503.6	−1.1 / 56.8	–	TO REMAIN	N/A
437	TREES	131+49	3444 LT	448.9	535.0 *	HORIZONTAL	503.6	31.4	–	TO REMAIN	N/A
438	TOWER	132+87	411 RT	458.3	574.8	HORIZONTAL	503.6	71.2	–	TO REMAIN	N/A
439	TREES	152+16	1134 RT	481.2	566.3	HORIZONTAL	503.6	62.7	–	TO REMAIN	N/A

* DATA FROM 2011 AERONAUTICAL SURVEY AS SHOWN IN 2017 ALP.

NOTES:

1. THE INFORMATION SHOWN HEREON IS BASED ON A FIELD SURVEY COMPLETED BY HDL ENGINEERING CONSULTANTS, LLC., FROM SEPTEMBER 15 THROUGH SEPTEMBER 19, 2025, UNLESS OTHERWISE NOTED.

BY	DATE	REVISION

AIRPORT LAYOUT PLAN CONDITIONAL APPROVAL SUBJECT TO ALP APPROVAL LETTER DATED ___/___/___
FAA AIRSPACE REVIEW NUMBER:_____

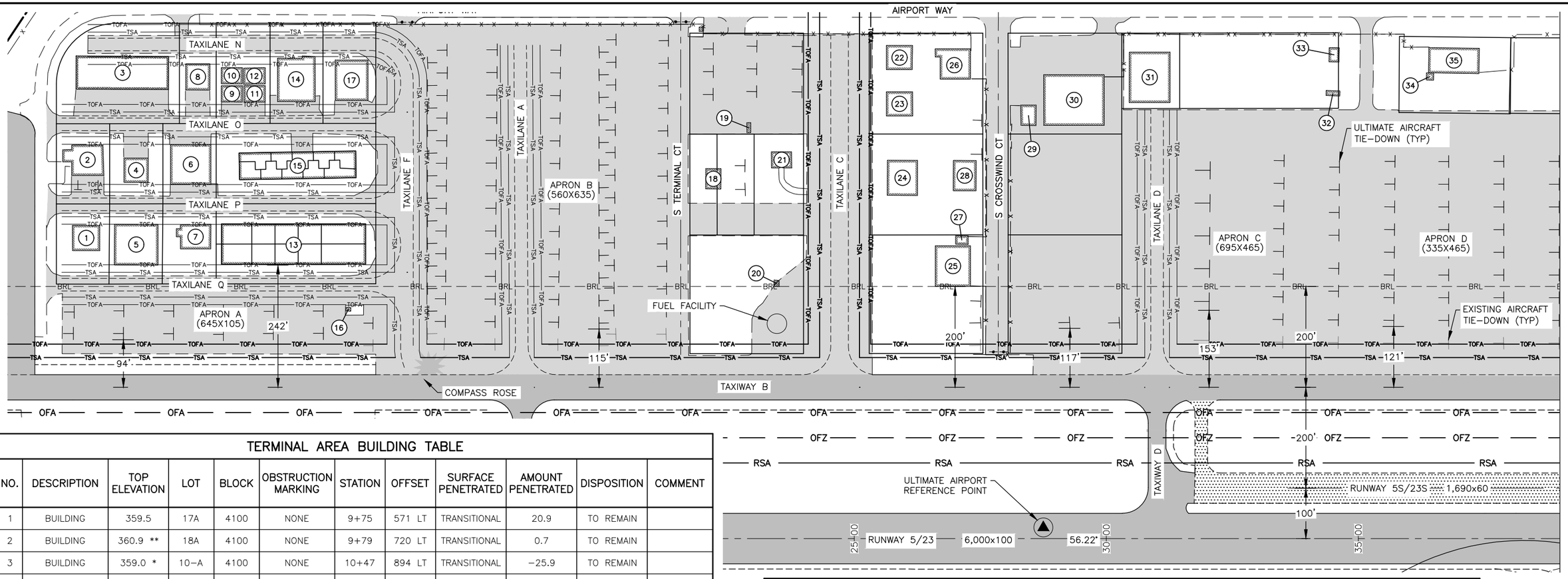
_____ DATE: _____
FAA, AIRPORTS DIVISION ALASKAN REGION, AAL-_____

WASILLA AIRPORT
WASILLA, ALASKA
AIRPORT LAYOUT PLAN
PART 77
OBSTRUCTION TABLES

DATE: 12/02/2025
SHEET: 29 OF 34

Designed By: MRS
Drawn By: CNK
Checked By: MPM

Date Plotted: 12/02/2025, 1:16 PM
Layout Name: Part 77 Airspace Obstructions
File Name: H:\Jobs\20-024 Wasilla Airport Term (CDW)\07 Master Plan\Task 18 - ALP\CAD\Drawings\ALP-11S-28-29-Part 77 Airspace Drawing.dwg



TERMINAL AREA BUILDING TABLE

NO.	DESCRIPTION	TOP ELEVATION	LOT	BLOCK	OBSTRUCTION MARKING	STATION	OFFSET	SURFACE PENETRATED	AMOUNT PENETRATED	DISPOSITION	COMMENT
1	BUILDING	359.5	17A	4100	NONE	9+75	571 LT	TRANSITIONAL	20.9	TO REMAIN	
2	BUILDING	360.9 **	18A	4100	NONE	9+79	720 LT	TRANSITIONAL	0.7	TO REMAIN	
3	BUILDING	359.0 *	10-A	4100	NONE	10+47	894 LT	TRANSITIONAL	-25.9	TO REMAIN	
4	BUILDING	356.4 **	18B	4100	NONE	10+75	706 LT	TRANSITIONAL	-2.3	TO REMAIN	
5	BUILDING	368.0	17B	4100	NONE	10+75	541 LT	TRANSITIONAL	32.7	TO REMAIN	
6	BUILDING	TBD	18C	4100	NONE	11+84	702 LT	TRANSITIONAL	TBD	TO REMAIN	
7	BUILDING	358.9	17C	4100	NONE	11+93	574 LT	TRANSITIONAL	18.5	TO REMAIN	
8	BUILDING	TBD	11-A	4100	NONE	11+97	889 LT	TRANSITIONAL	TBD	TO REMAIN	
9	HANGAR CONDO	359.1 *	12	4100	NONE	12+64	866 LT	TRANSITIONAL	-23.3	TO REMAIN	
10	HANGAR CONDO	359.1 *	12	4100	NONE	12+64	902 LT	TRANSITIONAL	-28.6	TO REMAIN	
11	HANGAR CONDO	359.1 *	12	4100	NONE	13+10	866 LT	TRANSITIONAL	-23.6	TO REMAIN	
12	HANGAR CONDO	359.1 *	12	4100	NONE	13+10	902 LT	TRANSITIONAL	-28.7	TO REMAIN	
13	HANGAR	363.2	16	4100	NONE	13+88	542 LT	TRANSITIONAL	26.3	TO REMAIN	
14	BUILDING	365.6 **	13	4100	NONE	13+93	866 LT	TRANSITIONAL	-17.7	TO REMAIN	
15	HANGAR CONDO	353.1 *	15	4100	NONE	13+96	712 LT	TRANSITIONAL	-8.3	TO REMAIN	
16	SMALL BUILDING	TBD	N/A	N/A	NONE	14+96	451 LT	PRIMARY	TBD	RELOCATE	
17	BUILDING	361.8 *	14	4100	NONE	15+03	868 LT	TRANSITIONAL	-22.4	TO REMAIN	
18	BUILDING	358.8 *	2-3	1100	NONE	22+19	695 LT	TRANSITIONAL	-4.1	TO REMAIN	
19	SMALL BUILDING	TBD	1	1100	NONE	22+91	805 LT	TRANSITIONAL	TBD	TO REMAIN	
20	SMALL BUILDING	351.2 *	3	1100	NONE	23+46	499 LT	PRIMARY	15.3	EVALUATE FOR MARKING	
21	BUILDING	362.7 *	2-2	1100	NONE	23+56	734 LT	TRANSITIONAL	-6.8	TO REMAIN	
22	BUILDING	TBD	4	1000	NONE	25+89	930 LT	TRANSITIONAL	TBD	TO REMAIN	
23	BUILDING	TBD	4	1000	NONE	25+90	838 LT	TRANSITIONAL	TBD	TO REMAIN	
24	BUILDING	366.9 *	5	1100	NONE	25+94	681 LT	TRANSITIONAL	3.9	TO REMAIN	

TERMINAL AREA BUILDING TABLE

NO.	DESCRIPTION	TOP ELEVATION	LOT	BLOCK	OBSTRUCTION MARKING	STATION	OFFSET	SURFACE PENETRATED	AMOUNT PENETRATED	DISPOSITION	COMMENT
25	BUILDING	367.8	6	1100	NONE	26+96	499 LT	PRIMARY	27.8	EVALUATE FOR MARKING	
26	BUILDING	373.4 *	4	1000	NONE	26+99	912 LT	TRANSITIONAL	-23.1	TO REMAIN	
27	SMALL BUILDING	344.5 *	6	1100	NONE	27+13	583 LT	TRANSITIONAL	-5.3	TO REMAIN	
28	BUILDING	369.3 **	5	1100	NONE	27+19	689 LT	TRANSITIONAL	4.3	TO REMAIN	
29	SMALL BUILDING	364.9 **	7	3800	NONE	28+46	819 LT	TRANSITIONAL	-19.2	TO REMAIN	
30	BUILDING	380.3 **	7	3800	NONE	29+36	819 LT	TRANSITIONAL	-4.3	TO REMAIN	
31	BUILDING	TBD	21	3800	NONE	30+86	864 LT	TRANSITIONAL	TBD	TO REMAIN	
32	SMALL BUILDING	361.8 *	19	3700	NONE	34+49	878 LT	TRANSITIONAL	-33.9	TO REMAIN	
33	BUILDING	367.5 *	19	3700	NONE	34+51	947 LT	TRANSITIONAL	-37.8	TO REMAIN	
34	BUILDING	383.7 **	20	3600	NONE	36+42	909 LT	TRANSITIONAL	-17.4	TO REMAIN	
35	BUILDING	378.9 *	20	3600	NONE	36+89	923 LT	TRANSITIONAL	-24.5	TO REMAIN	

* DATA FROM 2011 AERONAUTICAL SURVEY AS SHOWN IN EXISTING 2017 ALP.
** DATA FROM MAT-SU BOROUGH 2019 LIDAR SURVEY.

NOTES:

1. SEE ULTIMATE LAYOUT PLAN FOR BUILDING RESTRICTION LINE LOCATIONS AND ELEVATIONS.
2. SEE ULTIMATE LAYOUT PLAN FOR SNOW REMOVAL EQUIPMENT BUILDING LOCATION.

MAG. DEC. = 14.35° E 2025

100' 50' 0 100' 200'

BY	DATE	REVISION

AIRPORT LAYOUT PLAN CONDITIONAL APPROVAL SUBJECT TO ALP APPROVAL LETTER DATED ___/___/___
FAA AIRSPACE REVIEW NUMBER:_____

_____ DATE: _____
FAA, AIRPORTS DIVISION ALASKAN REGION, AAL-_____

WASILLA AIRPORT
WASILLA, ALASKA
AIRPORT LAYOUT PLAN
TERMINAL AREA PLAN
SHEET 1 OF 2

DATE: 12/02/2025
SHEET: 30 OF 34

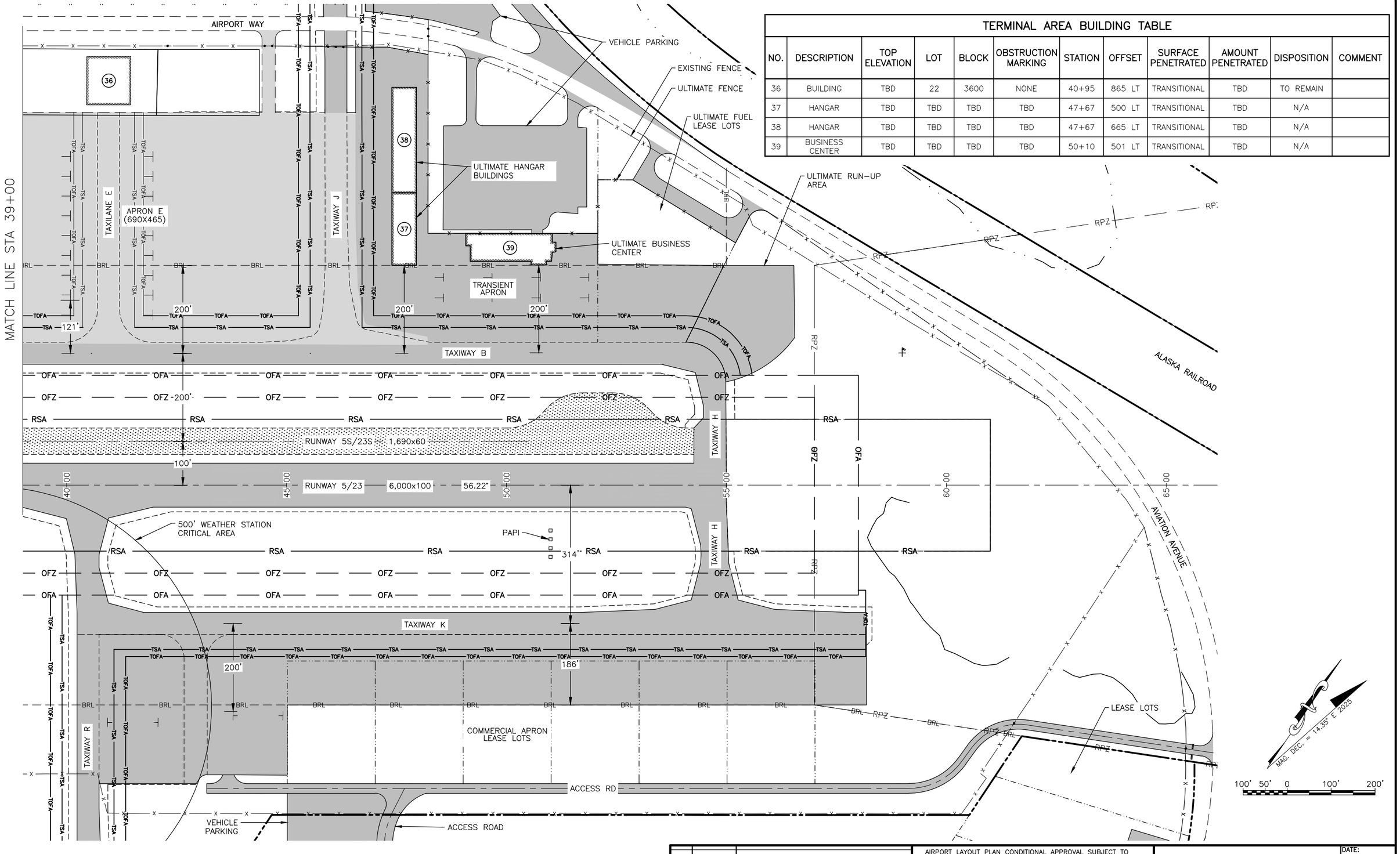
Designed By: MRS
Drawn By: CNK
Checked By: MPM
Date Plotted: 12/02/2025, 1:52 PM
Layout Name: Terminal Area Plan Sheet 1
File Name: H:\Jobs\20-024 Wasilla Airport Term (CDW)\07 Master Plan\Task 18 - ALP\CAD\Drawings\ALP-1YS-30-31-Terminal Area Plan.dwg

Designed By:	MRS
Drawn By:	CNK
Checked By:	MPM

Date Plotted:	12/02/2025, 1:52 PM
Layout Name:	Terminal Area Plan Sheet 2
File Name:	H:\Jobs\20-024 Wasilla Airport Term (CSW)\07 Master Plan\Task 18 - ALP\CAD\Drawings\ALP-11S-36-31-Terminal Area Plan.dwg

TERMINAL AREA BUILDING TABLE

NO.	DESCRIPTION	TOP ELEVATION	LOT	BLOCK	OBSTRUCTION MARKING	STATION	OFFSET	SURFACE PENETRATED	AMOUNT PENETRATED	DISPOSITION	COMMENT
36	BUILDING	TBD	22	3600	NONE	40+95	865 LT	TRANSITIONAL	TBD	TO REMAIN	
37	HANGAR	TBD	TBD	TBD	TBD	47+67	500 LT	TRANSITIONAL	TBD	N/A	
38	HANGAR	TBD	TBD	TBD	TBD	47+67	665 LT	TRANSITIONAL	TBD	N/A	
39	BUSINESS CENTER	TBD	TBD	TBD	TBD	50+10	501 LT	TRANSITIONAL	TBD	N/A	



NOTES:

1. SEE ULTIMATE LAYOUT PLAN FOR BUILDING RESTRICTION LINE LOCATIONS AND ELEVATIONS.

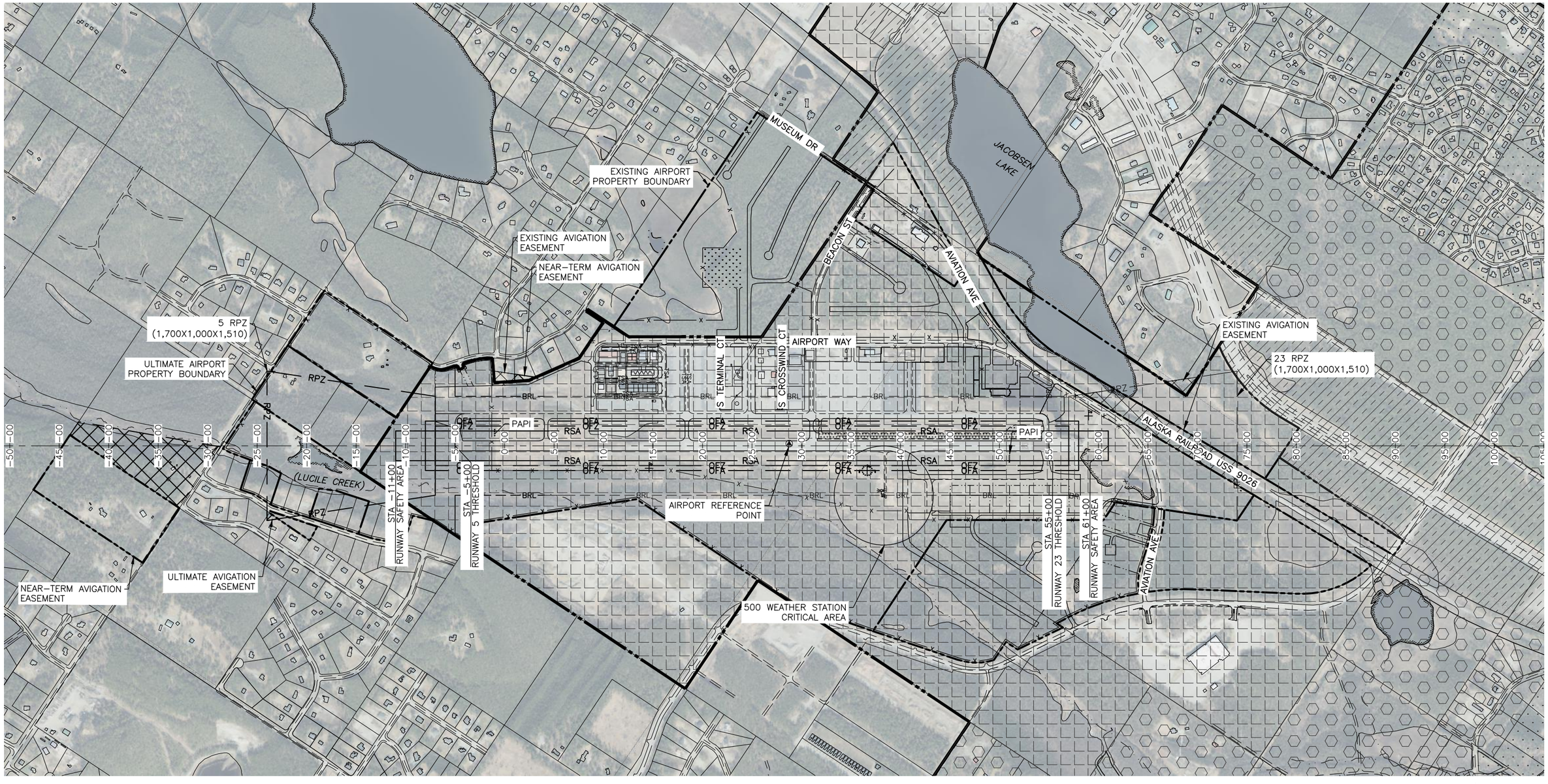
BY	DATE	REVISION

AIRPORT LAYOUT PLAN CONDITIONAL APPROVAL SUBJECT TO
ALP APPROVAL LETTER DATED ___/___/___
FAA AIRSPACE REVIEW NUMBER:_____

_____ DATE: _____
FAA, AIRPORTS DIVISION ALASKAN REGION, AAL-_____

WASILLA AIRPORT
WASILLA, ALASKA
AIRPORT LAYOUT PLAN
TERMINAL AREA PLAN
SHEET 2 OF 2

DATE: 12/02/2025
SHEET: 31 OF 34



LEGEND

AIRPORT LAND USE

- WASILLA CITY LIMITS
- EXISTING AIRPORT BOUNDARY
- ULTIMATE AIRPORT BOUNDARY
- EXISTING AVIGATION EASEMENT
- ULTIMATE AVIGATION EASEMENT

EXISTING LAND USE CLASSIFICATION

- COMMERCIAL
- INDUSTRIAL
- RURAL RESIDENTIAL
- SINGLE FAMILY RESIDENTIAL
- UNZONED

MAG. DEC. = +14.35° E 2025

500' 250' 0 500' 1000'

BY	DATE	REVISION

AIRPORT LAYOUT PLAN CONDITIONAL APPROVAL SUBJECT TO ALP APPROVAL LETTER DATED ___/___/___
FAA AIRSPACE REVIEW NUMBER:_____

_____ DATE: _____
FAA, AIRPORTS DIVISION ALASKAN REGION, AAL-_____

WASILLA AIRPORT
WASILLA, ALASKA
AIRPORT LAYOUT PLAN

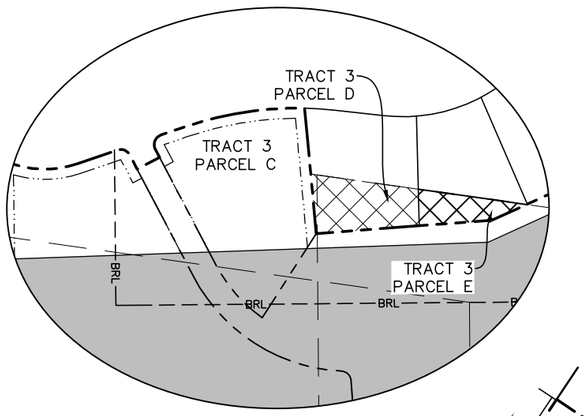
LAND USE

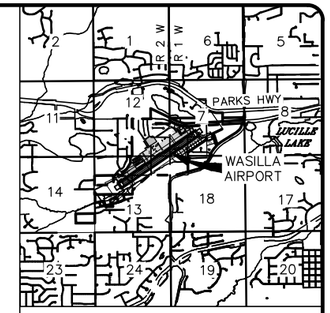
DATE: 12/02/2025
SHEET: 32 OF 34

Designed By: MRS
Drawn By: CNK
Checked By: MPM

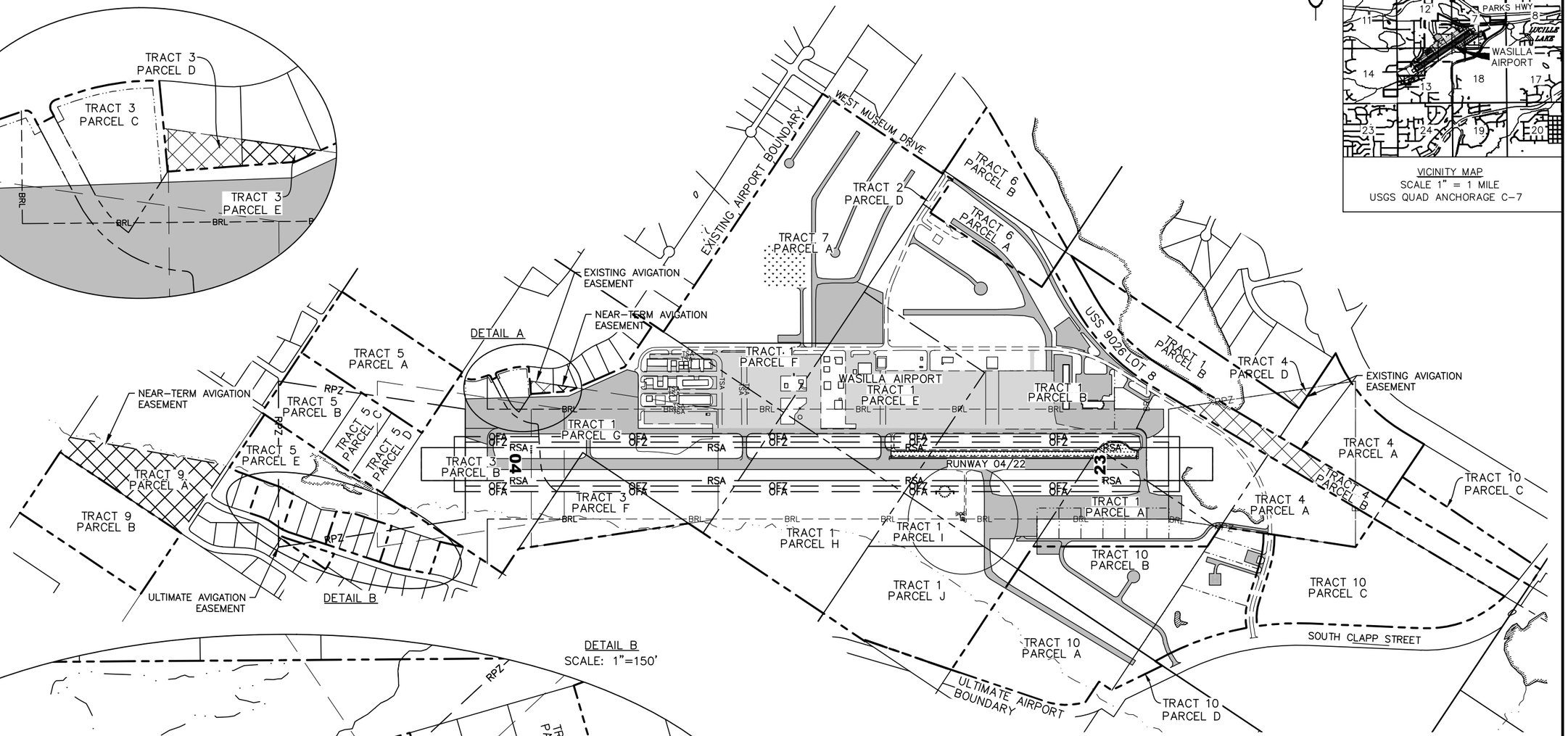
Date Plotted: 12/02/2025, 1:30 PM
Layout Name: Land Use Map
File Name: H:\Jobs\20-024 Wasilla Airport Term (COW)\07 Master Plan\Task 18 - ALP\CAD\Drawings\ALP-11S-32-Land Use.dwg

DETAIL A
SCALE: 1"=150'

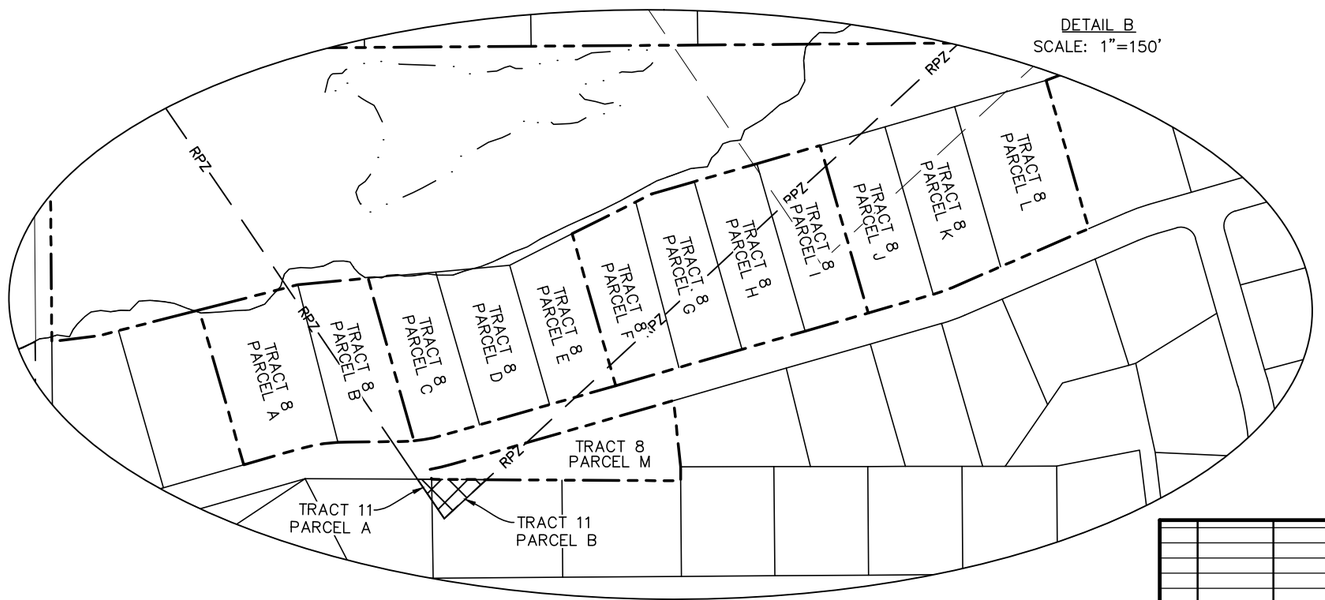




VICINITY MAP
SCALE 1" = 1 MILE
USGS QUAD ANCHORAGE C-7

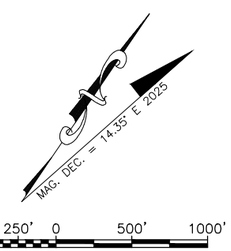


DETAIL B
SCALE: 1"=150'



LEGEND

- AIRPORT BOUNDARY
- ULTIMATE AIRPORT BOUNDARY
- PARCEL LINE
- PROPERTY LINE
- ORIGINAL PARCEL ACQUISITION LINE
- EXISTING AVIGATION & HAZARD EASEMENT LINE
- NEAR-TERM AVIGATION & HAZARD EASEMENT LINE
- EXISTING AVIGATION EASEMENT
- ULTIMATE AVIGATION EASEMENT



NOTES:

1. SEE SHEET 34 FOR PROPERTY STATUS TABLE

BY	DATE	REVISION

AIRPORT LAYOUT PLAN CONDITIONAL APPROVAL SUBJECT TO
ALP APPROVAL LETTER DATED ___/___/___
FAA AIRSPACE REVIEW NUMBER:_____

_____ DATE: _____
FAA, AIRPORTS DIVISION ALASKAN REGION, AAL-_____

WASILLA AIRPORT
WASILLA, ALASKA
AIRPORT LAYOUT PLAN

PROPERTY MAP

DATE: 12/02/2025
SHEET: 33 OF 34

Designed By: MRS
Drawn By: CNK
Checked By: MPM

Date Plotted: 12/02/2025, 1:52 PM
Layout Name: Sheet 1
File Name: H:\Jobs\20-024 Wasilla Airport Term (COW)\07 Master Plan\Task 18 - ALP\CAD\Drawings\ALP-TYS-33-34-Property Map.dwg

PROPERTY STATUS

TRACT	PARCEL	INTEREST	GRANTOR	GRANTEE	AREA (ACRES)	DATE ACQUIRED	RECORDED DOCUMENT NO.	PURPOSE	ACQUIRED UNDER
1	A	FEE – SURFACE ESTATE	STATE OF ALASKA	CITY OF WASILLA	19.125	* 01/18/1990	COMISSIONER'S QUITCLAIM DEED BK. 683 PG. 867	AERONAUTICAL	3-02-0417-001-1988
	B	FEE – SURFACE ESTATE	STATE OF ALASKA	CITY OF WASILLA	131.635	* 10/12/1989	COMISSIONER'S QUITCLAIM DEED BK. 683 PG. 867	AERONAUTICAL	3-02-0417-001-1988
	E	FEE – SURFACE ESTATE	STATE OF ALASKA	CITY OF WASILLA	39.859	* 12/11/1989	COMISSIONER'S QUITCLAIM DEED BK. 683 PG. 867	AERONAUTICAL	3-02-0417-001-1988
	F	FEE – SURFACE ESTATE	STATE OF ALASKA	CITY OF WASILLA	9.847	* 11/07/1989	COMISSIONER'S QUITCLAIM DEED BK. 683 PG. 867	AERONAUTICAL	3-02-0417-001-1988
	G	FEE – SURFACE ESTATE	STATE OF ALASKA	CITY OF WASILLA	53.492	* 01/23/1990	COMISSIONER'S QUITCLAIM DEED BK. 683 PG. 867	AERONAUTICAL	3-02-0417-001-1988
	H	FEE – SURFACE ESTATE	STATE OF ALASKA	CITY OF WASILLA	39.904	* 10/09/1989	COMISSIONER'S QUITCLAIM DEED BK. 683 PG. 867	AERONAUTICAL	3-02-0417-001-1988
	I	FEE – SURFACE ESTATE	STATE OF ALASKA	CITY OF WASILLA	5.861	* 2/05/1990	COMISSIONER'S QUITCLAIM DEED BK. 683 PG. 867	AERONAUTICAL	3-02-0417-001-1988
	J	FEE – SURFACE ESTATE	STATE OF ALASKA	CITY OF WASILLA	29.875	6/27/2016	COMISSIONER'S QUITCLAIM DEED DOC. NO. 2016-015294-0	AERONAUTICAL	
2	D	FEE – SURFACE ESTATE	STATE OF ALASKA	CITY OF WASILLA	0.762	* 12/21/1989	COMISSIONER'S QUITCLAIM DEED BK. 683 PG. 867	AERONAUTICAL	3-02-0417-001-1988
3	B	FEE – SURFACE ESTATE	STATE OF ALASKA	CITY OF WASILLA	36.731	* 11/29/1989	COMISSIONER'S QUITCLAIM DEED BK. 683 PG. 867	AERONAUTICAL	3-02-0417-001-1988
	C	FEE – SURFACE ESTATE	STATE OF ALASKA	CITY OF WASILLA	1.942	* 11/20/1989	COMISSIONER'S QUITCLAIM DEED BK. 683 PG. 867	AERONAUTICAL	3-02-0417-001-1988
	D	AVIGATION & HAZARD EASEMENT	STATE OF ALASKA	CITY OF WASILLA	0.460	* 4/5/1990	COMISSIONER'S QUITCLAIM DEED BK. 683 PG. 867	AERONAUTICAL	3-02-0417-001-1988
	E	AVIGATION & HAZARD EASEMENT	LAND KEVIN J. & MONICA O.	CITY OF WASILLA	0.220		TO BE ACQUIRED	AERONAUTICAL	
	F	FEE – SURFACE ESTATE	STATE OF ALASKA	CITY OF WASILLA	14.005	* 10/27/1989	COMISSIONER'S QUITCLAIM DEED BK. 683 PG. 867	AERONAUTICAL	3-02-0417-001-1988
4	A	FEE – SURFACE ESTATE	STATE OF ALASKA	CITY OF WASILLA	32.039	* 4/24/1990	COMISSIONER'S QUITCLAIM DEED BK. 683 PG. 867	AERONAUTICAL	3-02-0417-001-1988
	B	AIRSPACE PERMIT	STATE OF ALASKA	CITY OF WASILLA	8.632	* 1/16/1990	COMISSIONER'S QUITCLAIM DEED BK. 683 PG. 867	AERONAUTICAL	3-02-0417-001-1988
	D	AVIGATION & HAZARD EASEMENT	STATE OF ALASKA	CITY OF WASILLA	0.659	* 3/9/1990	COMISSIONER'S QUITCLAIM DEED BK. 683 PG. 867	AERONAUTICAL	3-02-0417-001-1988
5	A	FEE – SURFACE ESTATE	MARCINEK BRIAN S. & LISA J.	CITY OF WASILLA	20.075		TO BE ACQUIRED	AERONAUTICAL	
	B	FEE – SURFACE ESTATE	GARDNER SAM W. & REBECCA J.	CITY OF WASILLA	9.859	6/18/2025	WARRANTY DEED DOC. NO 2025-011438-0	AERONAUTICAL	N/A
	C	FEE – SURFACE ESTATE	GARDNER SAM W. & REBECCA J.	CITY OF WASILLA	4.964	6/18/2025	WARRANTY DEED DOC. NO 2025-011441-0	AERONAUTICAL	N/A
	D	FEE – SURFACE ESTATE	GARDNER SAM W. & REBECCA J.	CITY OF WASILLA	4.965	6/18/2025	WARRANTY DEED DOC. NO 2025-011446-0	AERONAUTICAL	N/A
	E	FEE – SURFACE ESTATE	MAGIERA LAURIE J. & LAYBOURN BRADLEY K.	CITY OF WASILLA	16.102		TO BE ACQUIRED	AERONAUTICAL	
6	A	FEE – SURFACE ESTATE	MUSEUM AK TRANS & IND INC	CITY OF WASILLA	10.803		TO BE ACQUIRED	AERONAUTICAL	
	B	FEE – SURFACE ESTATE	MUSEUM AK TRANS & IND INC	CITY OF WASILLA	11.053		TO BE ACQUIRED	AERONAUTICAL	
7	A	FEE – SURFACE ESTATE	LEON T. BROWN, JR., JAMES CASSIDY, JOHN S. SMART, ROBERT D. HUPPERT, & RJ&L'S PARTNERTSHIP	CITY OF WASILLA	69.163	8/15/2018	WARRANTY DEED DOC. NO 2018-016967-0	AERONAUTICAL	N/A
8	A	FEE – SURFACE ESTATE	SUMNER COMPANY	CITY OF WASILLA	1.430	1/30/2025	WARRANTY DEED DOC. NO 2025-001843-0	AERONAUTICAL	N/A
	B	FEE – SURFACE ESTATE	SUMNER COMPANY	CITY OF WASILLA	1.070	1/30/2025	WARRANTY DEED DOC. NO 2025-001844-0	AERONAUTICAL	N/A
	C	FEE – SURFACE ESTATE	AK VIEW INVESTMENTS LLC	CITY OF WASILLA	0.996		TO BE ACQUIRED	AERONAUTICAL	
	D	FEE – SURFACE ESTATE	AK VIEW INVESTMENTS LLC	CITY OF WASILLA	0.997		TO BE ACQUIRED	AERONAUTICAL	
	E	FEE – SURFACE ESTATE	AK VIEW INVESTMENTS LLC	CITY OF WASILLA	0.936		TO BE ACQUIRED	AERONAUTICAL	
	F	FEE – SURFACE ESTATE	MRIYA HOMES LLC	CITY OF WASILLA	1.002	12/10/2024	WARRANTY DEED DOC. NO 2025-001858-0	AERONAUTICAL	N/A
	G	FEE – SURFACE ESTATE	REGAL QUALITY HOMES LLC	CITY OF WASILLA	0.997	12/10/2024	WARRANTY DEED DOC. NO 2025-001857-0	AERONAUTICAL	N/A
	H	FEE – SURFACE ESTATE	MRIYA HOMES LLC	CITY OF WASILLA	1.025	12/10/2024	WARRANTY DEED DOC. NO 2025-001864-0	AERONAUTICAL	N/A
	I	FEE – SURFACE ESTATE	TANDEM CONSTRUCTION LLC	CITY OF WASILLA	1.030	1/25/2025	WARRANTY DEED DOC. NO 2025-001870-0	AERONAUTICAL	N/A
	J	FEE – SURFACE ESTATE	AK VIEW INVESTMENTS LLC	CITY OF WASILLA	1.061		TO BE ACQUIRED	AERONAUTICAL	
	K	FEE – SURFACE ESTATE	AK VIEW INVESTMENTS LLC	CITY OF WASILLA	1.112		TO BE ACQUIRED	AERONAUTICAL	
	L	FEE – SURFACE ESTATE	AK VIEW INVESTMENTS LLC	CITY OF WASILLA	1.372		TO BE ACQUIRED	AERONAUTICAL	
	M	FEE – SURFACE ESTATE	AK VIEW INVESTMENTS LLC	CITY OF WASILLA	1.017		TO BE ACQUIRED	AERONAUTICAL	
9	A	AVIGATION & HAZARD EASEMENT	GROOMER SHARON	CITY OF WASILLA	13.827		TO BE ACQUIRED	AERONAUTICAL	
	B	FEE – SURFACE ESTATE	ALASKA ROYAL HOLDINGS LLC	CITY OF WASILLA	20.095		TO BE ACQUIRED	AERONAUTICAL	
10	A	FEE – SURFACE ESTATE	STIGAR MARK & STACIE REV LVG TR	CITY OF WASILLA	26.599		TO BE ACQUIRED	ECONOMIC DEVELOPMENT	
	B	FEE – SURFACE ESTATE	STIGAR MARK & STACIE REV LVG TR	CITY OF WASILLA	20.940		TO BE ACQUIRED	ECONOMIC DEVELOPMENT	
	C	FEE – SURFACE ESTATE	LUNDGREN GARY	CITY OF WASILLA	66.530		TO BE ACQUIRED	ECONOMIC DEVELOPMENT	
	D	FEE – SURFACE ESTATE	MOUNTAIN VILLAGES LLC	CITY OF WASILLA	1.299		TO BE ACQUIRED	ECONOMIC DEVELOPMENT	
11	A	AVIGATION & HAZARD EASEMENT	KELLY MARJORIE A	CITY OF WASILLA	0.014		TO BE ACQUIRED	AERONAUTICAL	
	B	AVIGATION & HAZARD EASEMENT	ADEE OLGA V	CITY OF WASILLA	0.107		TO BE ACQUIRED	AERONAUTICAL	

*DATE ACQUIRED IS THE ORIGINAL ACQUISITION BY THE STATE OF ALASKA. THE ORIGINAL PARCELS WERE REPLATTED BY THE STATE AND TRANSFERRED TO THE CITY OF WASILLA BY THE COMMISSIONER'S QUITCLAIM DEED ON 5/28/1992

AIRPORT LAYOUT PLAN CONDITIONAL APPROVAL SUBJECT TO
ALP APPROVAL LETTER DATED ___/___/___
FAA AIRSPACE REVIEW NUMBER:_____

_____ DATE: _____
FAA, AIRPORTS DIVISION ALASKAN REGION, AAL-_____

WASILLA AIRPORT
WASILLA, ALASKA
AIRPORT LAYOUT PLAN

PROPERTY STATUS TABLE

DATE: 12/02/2025
SHEET: 34 OF 34

Designed By: MRS
Drawn By: CNK
Checked By: MPM

Date Plotted: 12/02/2025, 1:36 PM
Layout Name: Sheet 2
File Name: H:\Jobs\20-024 Wasilla Airport Term (CDW)\07 Master Plan\Task 18 - ALP\CAD\Drawings\ALP-1YS-33-34-Property Map.dwg